TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

MEETING MATERIALS

January 31, 2008

CALTRANS | BAY AREA TOLL AUTHORITY | CALIFORNIA TRANSPORTATION COMMISSION

Caltrans

BAY AREA TOLL AUTHORITY

STATE OF CALIFORNIA
CALIFORNIA TRANSPORTATION COMMISSION

TOLL BRIDGE PROGRAM
OVERSIGHT COMMITTEE
CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Letter of Transmittal

TO: Toll Bridge Program Oversight Committee (TBPOC)

DATE: January 24, 2008

FR: Program Management Team (PMT)

RE: TBPOC Meeting Materials Packet – January 31, 2008

Attached is the TBPOC Meeting Materials Packet for the January 31st meeting in China. The packet includes memoranda and reports that will be presented at the meeting. A Table of Contents is provided following the Agenda to help locate specific topics.

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Final Agenda

TBPOC MEETING
January 31, 2008, Afternoon
ZPMC Conference Room
Shanghai, China

	Topic	Presenter	Time	Desired Outcome
1.	**CHAIR'S REPORT**	W. Kempton, CT	5 min	Information
2.	**CONSENT CALENDAR**			
	a. December 11, 2007 Meeting Minutes*	A. Fremier, BATA	1 min	Approval
	b. December 21, 2007 Conference Call Minutes*	A. Fremier, BATA	1 min	Approval
	c. Revised 2008 TBPOC Calendar*	A. Fremier, BATA	1 min	Approval
3.	**PROGRESS REPORT**			
	a. January 2007 Monthly Progress Report*	A. Fremier, BATA	1 min	Information
	b. 2007 Draft 4th Quarter Report*	T. Anziano, CT	25 min	Approval
	1) Production Schedule*	A. Fremier, BATA	5 min	Information
4.	**PROGRAM ISSUES**			
	a. LD/TRO/Project Specific Insurance Policy*	T. Anziano, CT	15 min	Information
	b. Legislative Update*	T. Anziano, CT	15 min	Approval
	c. Legislative Visit to China*	S. Maller, CTC	10 min	Information
5.	**SAN FRANCISCO-OAKLAND BAY BRIDGE UPDATES**			
	a. Yerba Buena Island			
	1) Contract Change Orders**	T. Anziano, CT	10 min	Approval
	b. Jones Act*	T. Anziano, CT	10 min	Information
6.	**Other Business**	W. Kempton, CT		n/a
	Next TBPOC Meeting: Wednesday, March 5, 2008, MTC/BATA Office, Bay Area			

* Attachments
** Final Documents still in process; to be provided as soon as available.

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Table of Contents

TBPOC MEETING
January 31, 2008

* Attachments
** Final Documents still in process; to be provided as soon as available.

ITEM 1: CHAIR'S REPORT

No Attachments

ITEM 2: CONSENT CALENDER

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE
CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** January 24, 2008

FR: Andrew Fremier, Deputy Executive Director, BATA

RE: Agenda No. - 2a, b

Item- Consent Calendar
December 11, 2007 Meeting Minutes
December 21, 2007 Conference Call Minutes

Recommendation:
APPROVAL

Cost:
N/A

Schedule Impacts:
N/A

Discussion:
The Program Management Team has reviewed and requests TBPOC approval of the minutes for the December 11, 2007 meeting and December 21, 2007 conference call.

Attachments:
December 11, 2007 Meeting Minutes
December 21, 2007 Conference Call Minutes

TOLL BRIDGE PROGRAM
OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

MEETING MINUTES

December 11, 2007, 10:00 AM – 1:00 PM
BATA/MTC Office, The Claremont Conference Room
101 Eighth Street, Oakland, CA

Attendees: TBPOC Members: Will Kempton, Steve Heminger, and John Barna
PMT Members: Tony Anziano, Andy Fremier, and Stephen Maller;
Participants: Ali Banani, Michele DiFrancia, Beatriz Lacson, Peter Lee, Brian Maroney, Bart Ney, Dina Noel, Judis Santos, Bijan Sartipi, Ken Terpstra, Jason Weinstein

Convened: 10:06 AM

Items	Action
1. CHAIR'S REPORT • The Chair expressed praise to the seven Caltrans employees who each received a medal of valor from the Governor at a recent ceremony, and passed around a photo of the occasion. • The Chair announced that the Department has completed negotiations with the Department of Fish and Game with a settlement in the amount of $1.5 million, all of which will go into mitigation (not research).	
2. CONSENT CALENDAR a. BATA presented the October 30, 2007 Meeting Minutes for approval.	• The TBPOC **APPROVED** the October 30, 2007 Meeting Minutes.
3. PROGRESS REPORT a. BATA notified the TBPOC that the PMT, through delegated authority from the TBPOC, approved the October 2007 and November 2007 Monthly Progress Reports on November 5, 2007 and December 5, 2007, respectively.	• The TBPOC confirmed **APPROVAL** of the October and November 2007 Monthly Progress Reports through the PMT.

Items	Action
b. BATA informed the TBPOC that the Draft December 2007 Monthly Progress Report is currently in development. Approval of this report by the TBPOC, through delegated authority to the PMT, is anticipated as soon as updated expenditure data and final comments are incorporated.	
c. The Department presented the Federal Highway Administration (FHWA) Yearly Financial Update for TBPOC approval prior to submission to the FHWA. • Comments/discussion included: o The FHWA requires major highway projects involving Federal funding to submit financial plans that are updated annually (to ensure sufficient funding through project completion). ➢ The East Span Seismic Safety Project has a small amount of Federal funding (for the Skyway contract) and is considered by FHWA as a major project subject to this reporting requirement. ➢ Once the Skyway contract is completed, this reporting requirement should no longer apply. o The update is largely derived from the 3rd Quarter Toll Bridge Seismic Retrofit Program Report and BATA-provided cash flow projections.	• The TBPOC **APPROVED** the FHWA Yearly Financial Update, as presented. • The Department to continue providing FHWA with quarterly and monthly TBSRP Reports. Director Kempton to discuss with Gene Fong (FHWA) the completion of the Department's requirement to provide FHWA with a yearly report.
4. PROGRAM ISSUES a. TBSRP Capital Outlay Support (COS) Update • The Department and BATA gave a COS update and a slide presentation showing the staffing breakdowns – graphs and tables illustrating how	

Items	Action
support expenses have been charged, as a follow-up to the TBPOC October 30, 2007 meeting presentation. • Comments/discussion included: o Experience has shown that in the Fiscal Years 05/06 and 06/07, the budgets were under-spent, but the initial forecast for FY 07/08 indicates on budget expenses. ➢ It was pointed out that the under-spending in FY 05/06 was an exceptional one due to the design/contract changes for the SAS and YBI Detour. ➢ The TBPOC is concerned about the dynamic of a forecast over budget on support and not picking up time on the project schedule. o The information presented is descriptive in nature. TBPOC is interested in determining if we have the right number of QA staff in China. o China staffing levels remain difficult to project due to uncertainties regarding the ZPMC work plan for fully ramped-up production. ➢ ZPMC has indicated that 2,000 workers could be involved in fabrication in the 24/7 operation of the plant. ➢ ABF has indicated that its Quality Control and Construction Management work may involve a staff of around 170. ➢ Currently, the Department has a staff of 40 in China, with a possible increase to 79, if required. o Comparables within a global	• The PMT to provide TBPOC with a "Pre-Departure Briefing Packet" to include: o Organizational chart identifying who's in China, how many, role/responsibility (titles)—ABF, ZPMC, Caltrans (i.e., welders, group leader, ZPMC production team, QA/QC, METS, Construction); provide corresponding costs (e.g., cost per PY and PYE); o "Comparables from Around-the-World" - 1) COS to CO generally for similar projects, e.g., Cooper River, Tacoma; 2) Oversight for bridges being fabricated overseas, e.g. Inchon, etc. • The PMT to provide the following at the TBPOC meeting in China on January 31, 2008: o An outline (from B. Maroney) of issues relating to various phases in China operations (how to measure success against the outline of expectations).

Items	Action
framework would be useful to gauge efficiency, i.e., projects within or outside the U.S. that involved fabrication in China. o Department staff observations from a recent trip to China indicate that the biggest challenges involve cross-cultural communications, overcoming language barriers, and effective and timely decision-making.	
b. Revision to TBPOC Protocol on Cost Forecasts	
• The Toll Bridge Finance Team gave an overview of the current criteria used to develop project and contract forecasts, presented the difficulties in implementing them, and recommended that the TBPOC review and adopt a revised cost forecast protocol based on the Risk Management Plan. • Comments/discussion included: o It was requested that differentials shown in Appendix B (attachment) be more clearly presented/substantiated.	• The PMT to initiate an analysis of COS across the board in April 2008, begin the discussion in March, and plan to present the analysis semi-annually to the TBPOC. TBPOC to have on-going discussions to address the right level of staff to deliver this project.
o It was the consensus of the TBPOC that the recommended new protocol, i.e., 50% Risk Management figures, be implemented starting with the 4th Quarter 2007 Report, and accompanying talking points also be developed.	• Staff to develop talking points for the new forecast protocol.
c. TBPOC Overseas Site Visit to China	
• The PMT presented the schedule for the first of the planned semi-annual TBPOC tour of China fabrication. • The list of attendees was confirmed, individual itineraries and planned group activities were firmed up.	• Staff to plan a TBPOC activity for Friday, February 1.
d. Westar Settlement Documents	

Items	Action
• The Department summarized the status of the Westar class action prevailing wage litigation (relating to water transportation services provided to Toll Program projects), and requested TBPOC approval of the settlement documents. o Settlement terms were reached at a mediation session held on October 12, 2007. o The settlement provides for a payment of $5,208,584 to tugboat workers and costs of approximately $300,000 to $700,000 to vessel operators Westar and Brusco. The latter settlement will be addressed in a separate agreement that will be finalized after execution of the former settlement agreement. o The total settlement costs are within the not-to-exceed amount of $8,000,000 that the TBPOC authorized on September 19, 2007.	• The TBPOC **APPROVED** the settlement agreements, as presented.
5. SAN FRANCISCO-OAKLAND BAY BRIDGE (SFOBB) UPDATES a. Construction Update • The Department provided a brief summary of progress on the YBI, SAS and OTD contracts. o There was an accident at the OTD jobsite yesterday that resulted in an MCM worker being taken to the hospital and later released. He is expected back to work tomorrow. o The Chair indicated that he talked to the two principals of MCM about certain contract-related issues, including safety programs, SBE/DVBE participation and environmental compliance. • The Skyway project is winding	• The Department to report back to the TBPOC regarding follow-up actions to this accident.

Items	Action
down to the punch list. It is on track for substantial completion by the end of the year. o The PIO summarized the media events planned for the Skyway completion milestone. o It was suggested that the media event and invitation to the Governor be deferred for a bigger milestone, possibly in April 2008, in conjunction with the West Approach completion, when there will be substantial, visible progress and continuity. o Possible uses of the Skyway after completion for activities/events were briefly discussed. b. Project-Specific Insurance • The Department reported that there are on-going discussions between the legal counsels of the Department and the design joint venture to come up with alternatives to procuring a full PSIP replacement policy for the East Span Seismic Safety Project (ESSSP). o The result of these discussions will be presented to the TBPOC at the January 31, 2008 meeting. c. Jones Act • The Department provided the current status of the Jones Act issue. o A draft letter to the Department of Defense (DOD) requesting an administrative waiver was distributed to the TBPOC members and discussed. o The PMT will continue to evaluate options, explore opportunities to expedite resolution to avoid any lengthy project delay and implement, as	• The PIO/CPT to develop and present options on how to proceed with Skyway and West Approach events. • The TBPOC **APPROVED** the transmittal of the DOD letter when the Program Manager deems it appropriate. o The PMT to schedule a conference call for a TBPOC update.

Items	Action
necessary, with TBPOC approval. d. USI Claims Settlement, Authority to Negotiate o The Department summarized the claims issue, gave the Department's analysis of the audit results and BAMC's independent estimate of the value of the claims, and requested authority to negotiate a settlement in an amount not to exceed $20,000,000. o The claim is listed in the Risk Management Plan and Skyway Risk Register. o The not-to-exceed amount requested is within the current budget. e. West Approach Budget Adjustment • The Department reiterated, for TBPOC information, the previously discussed temporary budget increase anticipated for the West Approach project. o The increase, likely to be in the $15-20 million range, will be presented to the TBPOC during the 1st Quarter of 2008. o It is anticipated that proceeds from the sale of excess property at the end of the project will offset this increase.	• The TBPOC **APPROVED** the Department's request to negotiate a settlement in an amount not to exceed $20,000,000.
6. NEW BENICIA-MARTINEZ BRIDGE a. Project Allocation and Update • BATA presented, for TBPOC approval, the following recommended actions: o Transfer of $4.4 million to the I-680/I-780 Interchange contract in available contract contingencies from the New Bridge and Marina Vista	• The TBPOC **APPROVED** the requested actions, as presented.

Items	Action
contracts. o Approve contract close-out CCO's on the I-680/I-780 Interchange contract as noted in the "Request for Supplemental Funds". o Transfer $2.1 million to the Landscaping contract in available contract contingency from the Marina Vista Interchange contract. • The transfers will result in no net change to the current budget or project contingency levels. o A summary of the Contract Status and Proposed Budget Adjustments, a Detailed Contract Breakdown graph, as well as a Budget and Forecast Breakdown chart were briefly discussed.	
7. DUMBARTON & ANTIOCH BRIDGES a. Update • The Department provided, for TBPOC information, an update on the seismic retrofit evaluations, along with a baseline schedule. • Comments/discussion included: o In order to keep the design team focused and to advance the current schedule, it was decided to concentrate on a "no collapse" alternative for the Antioch Bridge and an "intermediate retrofit" for the Dumbarton Bridge. o A physical testing of the bridge component has been requested by the design teams. ➢ Additional funding support for these projects will be required if this testing is performed. ➢ If additional funding cannot be secured for the FY 08/09,	• Staff to proceed with the activities shown on the baseline schedule utilizing BATA funds/consultant resources. Address how to accelerate design work. Once cost is established, a strategy is to be developed on who is responsible for payment.

Items	Action
the progress of these projects will be put at risk.	
8. OTHER BUSINESS a. Memento • The BATA Executive Director presented the other two TBPOC members autographed, framed posters of the recently opened Congressman George Miller Bridge. b. Legislative Update • It was suggested that the February 21, 2008 Update be scheduled concurrent with the Bay Area caucus to get more people to attend.	• The PIO to coordinate with the CPT to get the Legislative Update on the agenda of the assembly caucus.

Adjourned: 1:40 PM

APPROVED BY:

_____ _____
WILL KEMPTON, Director Date
California Department of Transportation

_____ _____
JOHN F. BARNA, Jr., Executive Director Date
California Transportation Commission

_____ _____
STEVE HEMINGER, Executive Director Date
Bay Area Toll Authority

TOLL BRIDGE PROGRAM
OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

TBPOC CONFERENCE CALL MINUTES

December 21, 2007, 5:30 PM – 6:00 PM

Participants: TBPOC Members: Will Kempton, Steve Heminger, and John Barna
PMT Members: Tony Anziano, Andy Fremier, Stephen Maller
Other Participants: Tom Bulger, Michele DiFrancia, Beatriz Lacson, Bart Ney, Judis Santos, Jon Tapping, Ken Terpstra

Convened: 5:35 PM

Items	Action
1. Jones Act Issue – Letter to the U. S. Department of Defense (DOD) • A conference call was convened to discuss the Department's letter requesting the DOD to direct the issuance of an administrative Jones Act waiver, prior to the planned transmittal this week. • Comments/discussion included: o The Department gave an update of the current status of this issue and presented the benefits of sending the DOD letter out this week. o BATA noted that the contractor has hired an attorney/Jones Act expert who was given until the week of January 7 to perform due diligence on this matter and come back with the findings. It was suggested that it would be worthwhile to wait for the result(s) of these efforts as they could prove valuable to the program's position. o All agreed that the Department put together a good letter, but the consensus was to put off its transmittal not later than two weeks, and to use the time in between to re-establish connections, refine/clarify communications, firm up support	• The TBPOC **DEFERRED** the transmittal of the DOD letter until the week of January 7, 2008. • The TBPOC to have another conference call for an update.

Items	Action
for the effort, and exhaust all possible alternatives that may have been overlooked.	

Adjourned: 5:50 PM

TBPOC CONFERENCE CALL MINUTES
December 21, 2007, 5:30 PM – 6:00 PM

APPROVED BY:

_____ _____
WILL KEMPTON, Director Date
California Department of Transportation

_____ _____
JOHN F. BARNA, Jr., Executive Director Date
California Transportation Commission

_____ _____
STEVE HEMINGER, Executive Director Date
Bay Area Toll Authority

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** January 24, 2008

FR: Andrew Fremier, Deputy Executive Director, BATA

RE: Agenda No. - 2c

Item- Consent Calendar
Revised 2008 TBPOC Meeting Calendar

Recommendation:
APPROVAL

Cost:
N/A

Schedule Impacts:
N/A

Discussion:

The PMT requests approval of the attached 2008 TBPOC Meeting Calendar which was revised as follows:

- The TBPOC March meeting was moved from March 6 to March 5, different time, (1:00 PM - 4:00 PM), same place (Bay Area).

- The April 3 TBPOC meeting was moved from Sacramento to the Bay Area (10:00 AM - 1:00 PM), to be followed by the Public Access/Permits Coordination Meeting, (1:30 PM - 4:00 PM).

Attachment:
2008 TBPOC Meeting Calendar (as of January 23, 2008)

2008 TBPOC Meeting Calendar
(as of January 23, 2008)

Revised 01/23/08

JANUARY 2008				
MON	TUE	WED	THU	FRI
	HOLIDAY 1	2	3	4
PMT 7	8	BATA OC CTC 9	CTC 10	11
PMT 14	15	16	17	18
HOLIDAY 21	PMT 22	MTC 23	24	25
PMT CHINA 28	29	30	TBPOC CHINA 31	

1 - New Years Day Observed
21 - M L King Jr's Birthday

FEBRUARY 2008				
MON	TUE	WED	THU	FRI
				1
PMT 4	5	6	7	4 Final 8
PMT 11	Holiday 12	BATA OC CTC 13	4 Leg CTC 14	15
HOLIDAY 18	PMT 19	20	Leg Update Sac 21	22
RM PMT 25	26	MTC 27	28	29

12 - Lincoln's Birthday
18 - Washington's Birthday

MARCH 2008				
MON	TUE	WED	THU	FRI
PMT 3	4	TBPOC Bay 5	6	7
PMT 10	11	BATA OC 12	CTC 13	14
PMT 17	18	19	20	21
CST PMT 24	25	MTC 26	27	28
HOLIDAY 31				

31 - Cesar Chavez's Birthday

APRIL 2008				
MON	TUE	WED	THU	FRI
	1	2	TBPOC *Permits Bay 3	4
PMT 7	8	BATA OC CTC 9	CTC 10	11
PMT 14	15	16	17	18
PMT 21	22	MTC 23	24	25
PMT 28	29	30		

MAY 2008				
MON	TUE	WED	THU	FRI
			1	TBPOC Sac 2
PMT 5	6	7	8	1 Final 9
PMT 12	1 Leg 13	BATA OC 14	15	16
PMT CHN 19	20	21	22	23
HOLIDAY 26	RM PMT 27	MTC CTC 28	CTC 29	30

26 - Memorial Day

JUNE 2008				
MON	TUE	WED	THU	FRI
PMT 2	3	4	TBPOC Bay 5	6
PMT 9	10	BATA OC 11	12	13
PMT 16	17	18	19	20
PMT 23	24	MTC CTC 25	CTC 26	27
CST PMT 30				

JULY 2008				
MON	TUE	WED	THU	FRI
	1	2	TBPOC Sac 3	HOLIDAY 4
PMT 7	8	BATA OC 9	10	11
PMT 14	15	16	17	18
PMT 21	22	MTC CTC 23	CTC 24	25
PMT 28	29	30	31	

4 - Independence Day

AUGUST 2008				
MON	TUE	WED	THU	FRI
				1
PMT 4	5	6	TBPOC Bay 7	2 Final 8
PMT 11	2 Leg 12	13	14	15
PMT CHN 18	19	20	21	22
RM PMT 25	26	CTC 27	CTC 28	29

SEPTEMBER 2008				
MON	TUE	WED	THU	FRI
HOLIDAY 1	PMT 2	3	TBPOC Sac 4	5
PMT 8	9	BATA OC 10	11	12
PMT 15	16	17	18	19
CST PMT 22	23	MTC CTC 24	CTC 25	26
PMT 29	30			

1 - Labor Day

OCTOBER 2008				
MON	TUE	WED	THU	FRI
		1	TBPOC Bay 2	3
PMT 6	7	BATA OC 8	9	10
HOLIDAY 13	PMT 14	15	16	17
PMT 20	21	MTC CTC 22	CTC 23	24
PMT 27	28	29	30	31

13 - Columbus Day

NOVEMBER 2008				
MON	TUE	WED	THU	FRI
PMT 3	4	5	TBPOC Sac 6	3 Final 7
PMT 10	HOLIDAY 11	3 Leg BATA OC CTC 12	CTC 13	14
PMT CHN 17	18	3 Leg 19	20	21
RM PMT 24	25	MTC 26	HOLIDAY 27	HOLIDAY 28

11 - Veteran's Day
27, 28 - Thanksgiving Day and day after

DECEMBER 2008				
MON	TUE	WED	THU	FRI
PMT 1	2	3	TBPOC Bay 4	5
PMT 8	9	BATA OC CTC 10	CTC 11	12
PMT 15	16	17	18	19
PMT 22	23	MTC 24	HOLIDAY 25	26
CST PMT 29	30	31		

25 - Christmas Day observed

	Qtrly Rept Schedule
Final	TBPOC Final Comments
Leg	Issue to Legislature & CTC
RM	Risk Management Briefing to PMT
CST	Corridor Schedule Team Briefing to PMT

*Permits Coord. Mtg, 1:30 PM - 4:00 PM
PMT Meetings in Oakland, 1:00 PM - 2:30 PM
TBPOC Meetings in Sacramento, 1:00 PM - 4:00 PM
TBPOC Meetings in the Bay Area, 10:00 AM - 1:00 PM (except Mar 5, 1-4PM)

ITEM 3: PROGRESS REPORT

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** January 24, 2008

FR: Andrew Fremier, Deputy Executive Director, BATA

RE: Agenda No. - 3a

Item- Progress Reports
Draft January 2008 Monthly Progress Report

Recommendation:
For Information Only / Approval Confirmation

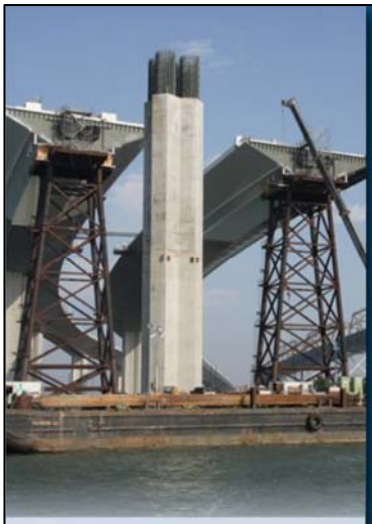
Cost:
N/A

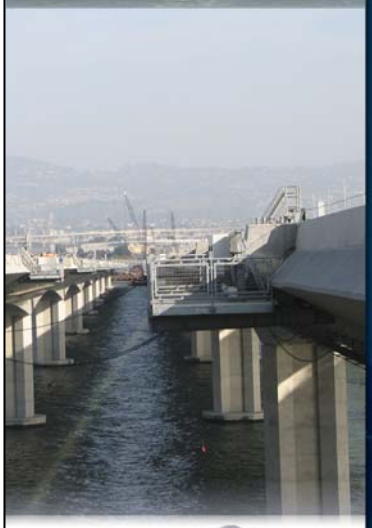
Schedule Impacts:
N/A

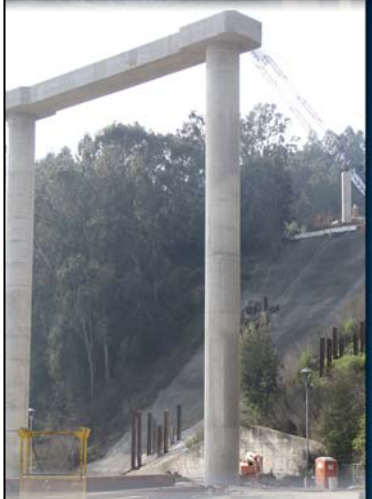
Discussion:
The PMT approved the December 2007 Monthly Progress Reports through delegated TBPOC authority on January 2, 2008, and requests TBPOC confirmation of this approval.

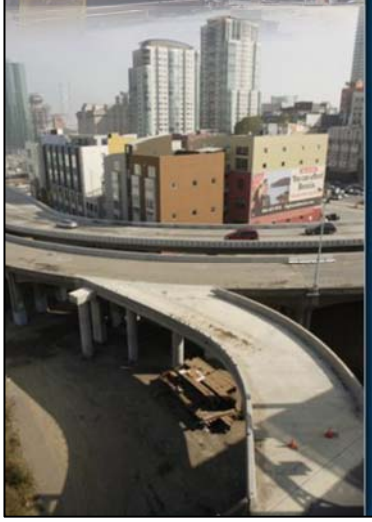
Attached is the draft January 2008 Monthly Progress Report. TBPOC approval of this report, through PMT delegation, is anticipated as soon as updated expenditure data and final comments are incorporated.

Attachment:
Draft January 2008 Monthly Progress Report









Toll Bridge Seismic Retrofit and Regional Measure 1 Programs

Monthly Progress Report
January 2007

TOLL BRIDGE PROGRAM
OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

Released: February 2008

Toll Bridge Seismic Retrofit and Regional Measure 1 Programs

Monthly Progress Report
January 2007

TOLL BRIDGE PROGRAM
OVERSIGHT COMMITTEE
CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

URS Hatch Mott MacDonald
Bay Area Management Consultants
An Association of URS Corporation and Hatch Mott MacDonald

Version 2.0

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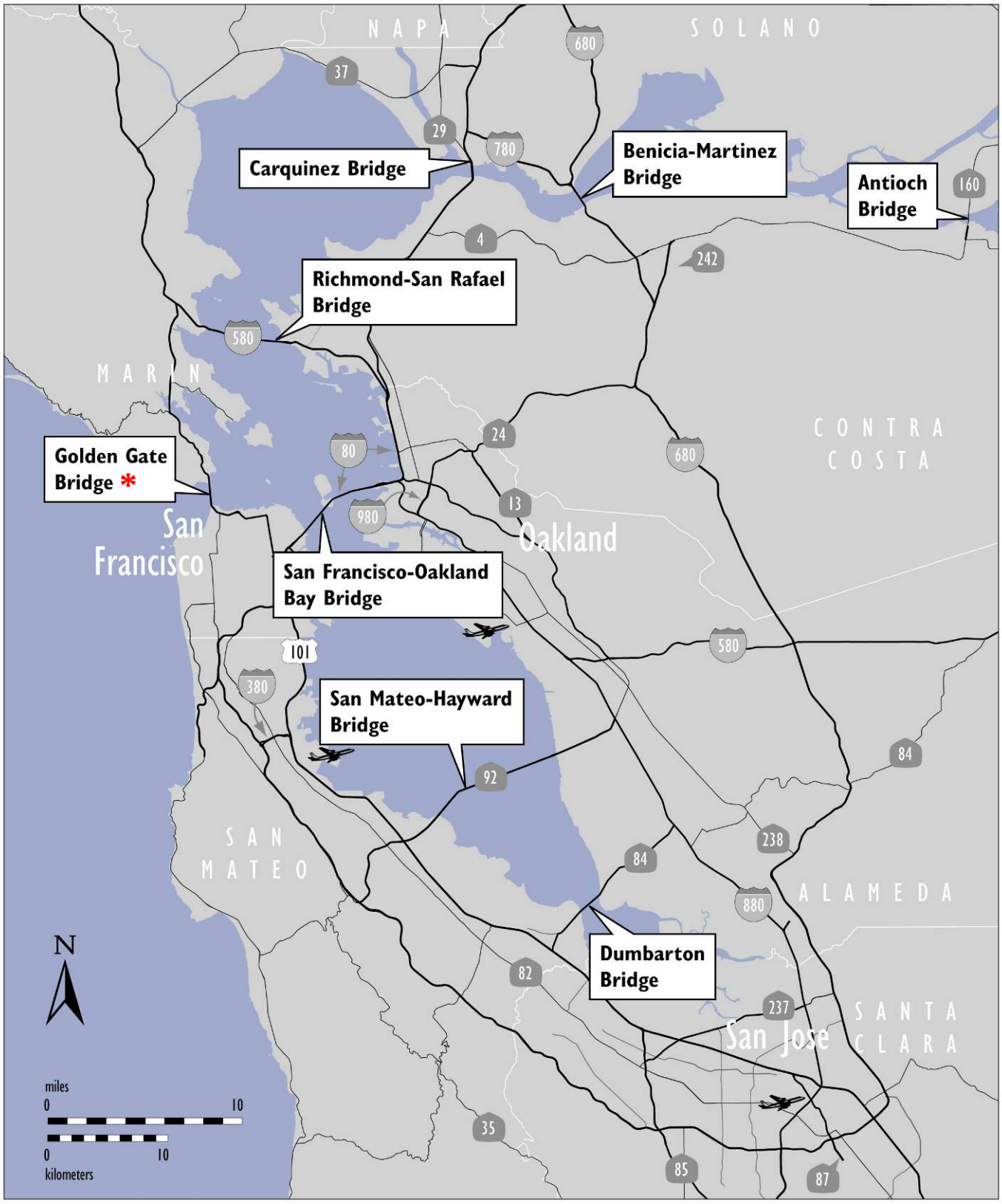
Toll Bridges of the San Francisco Bay Area



* *Under the Jurisdiction of the Golden Gate Bridge, Highway and Transportation District*

INTRODUCTION

In July 2005, Assembly Bill 144, (AB 144) Hancock created the Toll Bridge Project Oversight Committee (TBPOC) to implement a project oversight and project control process for the Benicia-Martinez Bridge project and the state toll bridge seismic retrofit program projects. Comprising the Caltrans' Director, the Bay Area Toll Authority (BATA) Executive Director and the Executive Director of the California Transportation Commission (CTC), the TBPOC's project oversight and control processes include, but are not limited to, reviewing bid specifications and documents, providing field staff to review ongoing costs, reviewing and approving significant change orders and claims in excess of $1 million (as defined by the committee) and preparing project reports.

AB 144 identified the Toll Bridge Seismic Retrofit Program and the new Benicia-Martinez Bridge Project as being under the direct oversight of the TBPOC. The Toll Bridge Seismic Retrofit Program includes:

Toll Bridge Seismic Retrofit Projects	Seismic Safety Status
San Francisco-Oakland Bay Bridge East Span Replacement	Construction
San Francisco-Oakland Bay Bridge West Approach Replacement	Construction
San Francisco-Oakland Bay Bridge West Span Seismic Retrofit	Complete
San Mateo-Hayward Bridge Seismic Retrofit	Complete
Richmond-San Rafael Bridge Seismic Retrofit	Complete
Eastbound Carquinez Bridge Seismic Retrofit	Complete
New Benicia-Martinez Bridge Seismic Retrofit	Complete
San Diego-Coronado Bridge Seismic Retrofit	Complete
Vincent Thomas Bridge Seismic Retrofit	Complete

The new Benicia-Martinez Bridge is part of a larger program of toll-funded projects, called the Regional Measure 1 (RM1) Toll Bridge Program, under the responsibility of the BATA. While the rest of the projects in the RM1 program are not directly under the responsibility of the TBPOC, BATA and Caltrans (CT) will continue to report on their progress as an informational item. The RM1 program includes:

RM1 Projects	Open to Traffic Status
1927 Carquinez Bridge Demolition	Construction
Interstate 880/State Route 92 Interchange Reconstruction	Construction
New Benicia-Martinez Bridge	Open
Richmond-San Rafael Bridge Deck Overlay Rehabilitation	Open
Richmond-San Rafael Bridge Trestle, Fender & Deck Joint Rehabilitation	Open
Westbound Carquinez Bridge Replacement	Open
San Mateo-Hayward Bridge Widening	Open
State Route 84 Bayfront Expressway Widening	Open
Richmond Parkway	Open

This report focuses on identifying critical project issues and monitoring project cost and schedule performance for the projects as measured against approved budgets and schedule milestones. This report is intended to fulfill Caltrans' requirement to provide monthly project progress reporting to the TBPOC under Section 30952.05 of the Streets and Highway Code.

EXECUTIVE SUMMARY

Toll Bridge Seismic Retrofit Program—Cost ($ Millions)

Project	Work Status	AB 144 / SB 66 Budget (07/20/05)	Approved Changes	Current Approved Budget (11/20/07)	Cost To Date (11/20/07)	Cost Forecast*	At-Completion Variance	Cost Status
a	b	c	d	e = c + d	f	g	h = g - e	i
SFOBB East Span Replacement Project								
Capital Outlay Support		959.4	-	959.4	553.0	977.1	17.7	●
Capital Outlay Construction								
Skyway	Construction	1,293.0	-	1,293.0	1,199.9	1,293.0	-	●
SAS E2/T1 Foundations	Construction	313.5	-	313.5	259.2	313.5	-	●
SAS Superstructure	Construction	1,753.7	-	1,753.7	336.0	1,767.4	13.7	●
YBI Detour	Design/Const	131.9	202.5	334.4	129.5	334.4	-	●
YBI Transition Structures	Design	299.3	(23.2)	276.1	-	276.1	-	●
* YBITS Contract No. 1					-	214.3		
* YBITS Contract No. 2					-	58.5		
* YBITS Contract No. 3 - Landscape					-	3.3		
Oakland Touchdown (OTD)		283.8	-	283.8	31.7	302.5	18.7	
* OTD Submarine Cable	Complete				7.8	9.6		●
* OTD No. 1 (Westbound)	Construction				23.9	226.5		●
* OTD No. 2 (Eastbound)	Design				-	62.0		●
* OTD Electrical Systems	Design				-	4.4		●
Existing Bridge Demolition	Design	239.2	-	239.2	-	222.0	(17.2)	●
Stormwater Treatment Measures	Construction	15.0	3.3	18.3	15.3	18.3	-	●
East Span Completed Projects		90.3	-	90.3	89.2	90.3	-	
Right-of-Way and Environmental Mitigation		72.4	-	72.4	38.8	72.4	-	●
Other Budgeted Capital		35.1	(3.3)	31.8	0.6	7.7	(24.1)	
Total SFOBB East Span Replacement Project		5,486.6	179.2	5,665.8	2,653.2	5,674.7	8.9	
SFOBB West Approach Replacement	Construction							●
Capital Outlay Support		120.0	-	120.0	100.1	120.0	-	
Capital Outlay Construction		309.0	-	309.0	263.4	309.0	-	●
Total SFOBB West Approach Replacement		429.0	-	429.0	363.5	429.0	-	
Richmond-San Rafael Bridge Retrofit	Complete							●
Capital Outlay Support		134.0	(7.0)	127.0	126.7	127.0	-	
Capital Outlay Construction & Right-of-Way		780.0	(82.0)	698.0	666.6	698.0	-	
Total Richmond-San Rafael Bridge Retrofit		914.0	(89.0)	825.0	793.3	825.0	-	
Program Completed Projects	Complete							
Capital Outlay Support		219.8	-	219.8	219.4	219.8	-	
Capital Outlay Construction		705.6	-	705.6	698.1	705.6	-	
Total Program Completed Projects		925.4	-	925.4	917.5	925.4	-	
Miscellaneous Program Costs		30.0	-	30.0	24.7	30.0	-	
Program Contingency		900.0	(90.2)	809.8	-	800.9	(8.9)	
Total Toll Bridge Seismic Retrofit Program		8,685.0	-	8,685.0	4,752.2	8,685.0	-	

● *Within Approved Current Schedule and Budget*
● *Potential Cost and Schedule Impacts: Possible future need for Program Contingency Allocation*
● *Known Cost and Schedule Impacts: Request for Program Contingency Allocation forthcoming*

**Current contract allotment to install two submarine electrical cables is $11.5 million. Additional non-program funding to support this allocation beyond the $9.6 million of available program funds has been made available by the Treasure Island Development Authority.*

Notes: Details may not sum to totals due to rounding effects.
Forecasts for the Monthly Reports are generally updated on a quarterly basis in conjunction with Risk Analysis assessments for the TBSRP Projects and the TBSRP Quarterly Reports.

Toll Bridge Seismic Retrofit Program—Schedule

Project	AB 144 / SB 66 Project Complete Baseline (07/2005)	Approved Changes (Months)	Project Complete Current Approved Schedule (11/2007)	Project Complete Schedule Forecast (11/2007)	Schedule Variance (Months)	Schedule Status	Remarks
a	b	c	d = b + c	e	f = e – d	g	h
SFOBB East Span Replacement Project							
Skyway	Apr 07	8	Dec 07	Dec 07	-	●	See page 11.
SAS E2/T1 Foundations	Jun 08	(3)	Mar 08	Mar 08	-	●	
SAS Superstructure	Mar 12	12	Mar 13	Mar 13	-	●	See Note.
YBI Detour	Jul 07	36	Jun 10	Jun 10	-	●	See discussion on pages 18 and 19.
YBI Transition Structures	Nov 13	12	Nov 14	Nov 14	-	●	
Oakland Touchdown (OTD)	Nov 13	12	Nov 14	Nov 14	-	●	See Note.
• OTD Submarine Cable	n/a		Jan 08	Jan 08	-	●	
• OTD Westbound	n/a		Jan 10	Jan 10	-	●	
• OTD Eastbound	n/a		Nov 14	Nov 14	-	●	
Existing Bridge Demolition	Sep 14	12	Sep 15	Sep 15	-	●	See Note.
Stormwater Treatment Measures	Mar 08	-	Mar 08	Mar 08	-	●	
♦ Open to Traffic Date: Westbound	Sep 11	12	Sep 12	Sep 12	-	●	See Note.
♦ Open to Traffic Date: Eastbound	Sep 12	12	Sep 13	Sep 13	-	●	See Note.
SFOBB West Approach Replacement	Aug 09	-	Aug 09	Jan 09	(7)	●	
Open to Traffic Date: Final Mainline Alignment	n/a	-	Apr 08	Apr 08	-	●	
Richmond-San Rafael Bridge							
• Seismic Retrofit	Aug 05	-	Aug 05	Oct 05	2	●	Seismic retrofit completed July 29, 2005. Formal acceptance of contract October 28, 2005. $89 million has been transferred to Program Contingency.
• Public Access Project	n/a	-	May 07	Sept 07	4	●	See page 32.

Note: Schedules for selected projects and the Open to Traffic dates were extended by 12 months from the AB144/SB66 baseline schedule due to Addenda #5 and #7 on the SAS Superstructure contract.

Regional Measure 1 Program—Cost ($ Millions)

Project	Work Status	BATA Budget (07/2005)	Approved Changes	Current Approved Budget (11/2007)	Cost To Date (11/2007)	Cost Forecast*	At-Completion Variance	Cost Status
a	b	c	d	e = c + d	f	g	h = g - e	i
New Benicia-Martinez Bridge Project	Construction							●
Capital Outlay Support		157.1	35.2	192.3	176.9	192.3	-	
Capital Outlay Construction		861.6	173.5	1,035.1	952.6	1,035.1	-	
Capital Outlay Right-of-Way		20.4	(0.1)	20.3	12.4	20.3	-	
Project Reserve		20.8	4.0	24.8	-	24.8	-	
Total New Benicia-Martinez Bridge Project		1,059.9	212.6	1,272.5	1,141.9	1,272.5	-	
Carquinez Bridge Replacement Project	Construction							●
Capital Outlay Support		124.4	(0.2)	124.2	122.0	122.6	(1.6)	
Capital Outlay Construction		381.2	3.2	384.4	375.5	384.5	0.1	
Capital Outlay Right-of-Way		10.5	-	10.5	9.9	10.5	-	
Project Reserve		12.1	(3.0)	9.1	-	0.6	(8.5)	
Total Carquinez Bridge Replacement Project		528.2	-	528.2	507.4	518.2	(10.0)	
I-880/SR-92 Interchange Reconstruction	Construction							●
Capital Outlay Support		28.8	26.2	55.0	34.2	55.0	-	
Capital Outlay Construction		94.8	60.2	155.0	-	155.0	-	
Capital Outlay Right-of-Way		9.9	5.1	15.0	8.8	15.0	-	
Project Reserve		0.3	19.7	20.0	-	20.0	-	
Total I-880/SR-92 Interchange Reconstruction		133.8	111.2	245.0	43.0	245.0	-	
Program Completed Projects	Complete							
Capital Outlay Support		62.0	(5.0)	57.0	57.4	58.8	1.8	
Capital Outlay Construction		324.4	3.6	328.0	308.1	313.0	(15.0)	
Capital Outlay Right-of-Way		1.7	-	1.7	0.5	0.8	(0.9)	
Project Reserve		2.6	1.4	4.0	-	7.1	3.1	
Total Program Completed Projects		390.7	-	390.7	366.0	379.7	(11.0)	
Total Regional Measure 1 Program		2,112.6	323.8	2,436.4	2,058.3	2,415.4	(21.0)	

● *Within Approved Current Schedule and Budget*

● *Potential Cost and Schedule Impacts: Possible future need for Program Contingency Allocation*

● *Known Cost and Schedule Impacts: Request for Program Contingency Allocation forthcoming*

Note: Details may not sum to totals due to rounding effects.

Forecasts for the Monthly Reports are generally updated on a quarterly basis in conjunction with Risk Analysis assessments for the TBSRP Projects and the TBSRP Quarterly Reports.

Regional Measure 1 Program—Schedule

Project	BATA Project Complete Baseline (07/2005)	Approved Changes (Months)	Project Complete Current Approved Schedule (11/2007)	Project Complete Schedule Forecast (11/2007)	Schedule Variance (Months)	Schedule Status	Remarks
a	b	c	d = b + c	e	f = e - d	g	h
New Benicia-Martinez Bridge Project							
• New Benicia-Martinez Bridge	Dec 07	-	Oct 07	Oct 07	-	●	Bridge was opened on August 25, 2007.
• Existing Bridge & Interchange Modifications	Dec 09	-	Dec 09	Dec 09	-	●	
• I-680/I-780 Interchange Replacement	Dec 07	-	Dec 07	Dec 07	-	●	
• Open to Traffic Date	Dec 07	-	Aug 07	Aug 07	-	●	
1927 Carquinez Bridge Demolition Project	Dec 07	-	Dec 07	Dec 07	-	●	
I-880/SR-92 Interchange Reconstruction	Dec 10	-	Jun 11	Jun 11		●	Contract was awarded on August 28, 2007 with the approval of the State budget.

Highlights of Project/Program Activities and TBPOC Actions for January 2008

Toll Bridge Seismic Retrofit Program

SFOBB East Span Seismic Replacement Project

- On the Yerba Buena Island (YBI) Detour Contract, Caltrans and its contractor are now focusing on completing the YBI Advanced Work and the detour viaduct to be constructed just south of the existing bridge. The second shipment of viaduct steel has arrived at the Port of San Francisco. The 65% design of the East Tie-in was delivered.

- On the Self-Anchored Suspension Span (SAS) E2/T1 Foundation Contract, Caltrans and its contractor have completed most of the eastbound and westbound E2 foundation. Work is ongoing on the E2 fenders as well as the column and piles head connections at the T1 foundation.

- On the Skyway Contract, all major structural work has been completed. Ongoing punchlist work includes painting, overlay and installation of the railing and electrical work. Work is forecast to be substantially completed in December 2007

- On the SAS Superstructure Contract, Caltrans and its contractor are working on final trial mock-ups of the steel tower and deck sections. Civil construction work has started at the W2 foundation with falsework for the pier table. The contractor has also started the temporary work at W2 that will support the SAS during erection. The contractor has fabricated all nine modules of the barge that will carry the shearleg crane used to erect the SAS. Final assembly and painting of the barge is in progress. Fabrication of the shearleg crane in China has started.

SFOBB West Approach Seismic Retrofit Project

- On the San Francisco-Oakland Bay Bridge West Approach Project, Caltrans is continuing with the final major phase of the project – the reconstruction of the eastbound I-80 approach structure from 5th Street to the San Francisco anchorage. Caltrans is forecasting that the final mainline traffic switch will occur in the spring of 2008. Overall, the contract is forecast to be completed in January 2009.

Richmond-San Rafael Bridge Seismic Retrofit Project

- On the Richmond-San Rafael Bridge Seismic Retrofit Project, Caltrans is concluding negotiations with regulatory agencies on pile driving issues and impacts to fisheries. A settlement is pending.

Regional Measure 1 Program

New Benicia-Martinez Bridge Project

- On the New Benicia-Martinez Bridge Contract, the new bridge has been opened to traffic. Caltrans and its contractors have completed the final punchlist items, and the project was accepted on September 28, 2007. The Proposed Final Estimate (PFE) was issued to the Contractor on November 29, 2007, of which the Contractor submitted an exception to the PFE. This exception relates to a certified payroll deduction of $40,000. The Department reviewed the exception, which included documentation the Contractor provided, that justifies a refund of $30,000 from the $40,000 exception, and processed the refund in the semi final estimate on January 3, 2008. Only $10,000 remains of the original exception, of which the Contractor has to submit additional substantiation, to recover the full amount, and issue the final PFE.

- On October 31, 2007, Caltrans opened bids on a contract to modify the existing Benicia-Martinez Bridge to southbound only traffic. The apparent low bid was $19.4 million less than the engineer's estimate. Caltrans design has reviewed the bid prices and recommended the contract award to American Civil Constructors and Top Grade Construction Joint Venture. The contract was awarded on November 21, 2007. The 1st contract working day, based on a 15 days from contract approval, would have been January 2, 2008. However, the Contractor requested for an extension of the effective date, which the Department and the Bay Area Toll Authority (BATA) approved, and the 1st contract work day is now scheduled on January 14, 2008. Pre-construction meeting for this contract is scheduled on January 8, 2008. The contract is expected to take approximately two years.

I-880/SR-92 Interchange Project

- On the Interstate 880/State Route 92 Interchange Contract, the contract has been awarded to a joint venture of FCI Constructors and Granite Construction. Caltrans approved the contract on September 28, 2007 and the first contract day of the project was October 26, 2007. Field mobilization has started, and work on the striping and installation of k-rails has commenced. Caltrans is working with utility companies on final electrical and telecommunication relocation.

New Carquinez Bridge Project

- On the 1927 Carquinez Bridge Demolition Contract, Caltrans and its Contractor have completely removed the old Carquinez Bridge. The contract will be substantially complete in December 2007. Minor punchlist and add-on drainage and security work will be completed over the next several months as Caltrans accepts the contract.

The New Carquinez Bridge From the North East

PROJECT / CONTRACT REPORTS

Toll Bridge Seismic Retrofit Program

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project Summary

- Skyway Contract
- Self-Anchored Suspension (SAS) E2/T1 Foundations Contract
- Self-Anchored Suspension (SAS) Superstructure Contract
- Yerba Buena Island (YBI)
    - Yerba Buena Island (YBI) Detour Contract
    - Yerba Buena Island (YBI) Transition Structure Contracts
- Oakland Touchdown (OTD)
    - Oakland Touchdown (OTD) Submarine Cable Relocation Contract
    - Oakland Touchdown (OTD) #1 Contract
    - Oakland Touchdown (OTD) #2 Contract
- Other Major Contracts
- Other Contracts and Related Project Work

San Francisco-Oakland Bay Bridge (SFOBB) West Approach Replacement Project

Richmond-San Rafael Bridge Seismic Retrofit Project

Other Completed Seismic Retrofit Projects

Toll Bridge Seismic Retrofit Program

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project Summary

Project Description: The East Span will be seismically retrofitted through the complete replacement of the existing span. The remaining effort for this project consists of the following contracts: Skyway—construction of two parallel concrete structures, each approximately 1.3 miles in length; Self-Anchored Suspension (SAS) Foundation—construction of SAS marine foundations; SAS Superstructure—construction of a self-anchored 385-meter main span superstructure incorporating a 160-meter fabricated structural steel tower with a main cable and inclined suspenders that will support steel orthotropic decks; Yerba Buena Island (YBI) Detour—design and construction of a temporary double-deck bypass structure that will detour traffic to the existing SFOBB while completing the westerly permanent tie-in structure of the new East Span at Yerba Buena Island; YBI Structures—construction of a new structure connecting the western end of the self-anchored suspension to the Yerba Buena Island viaduct, which will be retrofitted; Oakland Touchdown—at the Oakland end of the East Span, construction of two parallel, cast-in-place post-tensioned concrete viaducts, which join the Skyway to the at-grade Oakland approach fill; and Existing Bridge Demolition—demolition of the existing 1936 SFOBB East Span structure after the construction and placement of traffic onto the new East Span.

SFOBB East Span Replacement Cost Summary ($ Millions)

Contract	AB 144/ SB 66 Budget	Approved Changes	Current Approved Budget	Cost To Date (11/2007)	Cost Forecast (01/2008)	Variance
a	b	c	d = b + c	e	f	g = f - d
Capital Outlay Support	959.4	-	959.4	553.0	977.1	17.7
Capital Outlay	-	-	-	-	-	-
Skyway	1,293.0	-	1,293.0	1,199.9	1,293.0	-
SAS E2/T1 Foundations	313.5	-	313.5	259.2	313.5	-
SAS Superstructure	1,753.7	-	1,753.7	336.0	1,767.4	13.7
YBI Detour	131.9	202.5	334.4	129.5	334.4	-
YBI Transition Structures	299.3	(23.2)	276.1	-	276.1	-
* YBITS 1				-	214.3	
* YBITS 2				-	58.5	
* YBITS 3 - Landscape				-	3.3	
Oakland Touchdown	283.8	-	283.8	31.7	302.5	18.7
* OTD Submarine Cable				7.8	9.6	
* OTD Westbound				23.9	226.5	
* OTD Eastbound				-	62.0	
* OTD Electrical Systems				-	4.4	
Existing Bridge Demolition	239.2	-	239.2	-	222.0	(17.2)
Stormwater Treatment Measures	15.0	3.3	18.3	15.3	18.3	-
East Span Completed Projects	90.3	-	90.3	89.2	90.3	-
Right-of-Way and Environmental Mitigation	72.4	-	72.4	38.8	72.4	-
Other Budgeted Capital	35.1	(3.3)	31.8	0.6	7.7	(24.1)
TOTAL	5,486.6	179.2	5,665.8	2,653.2	5,674.7	8.9

SFOBB East Span Replacement Schedule Summary

Contract	AB 144/SB 66 Contract Completion Baseline (07/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (11/2007)	Contract Complete Schedule Forecast (01/2008)	Schedule Variance (Months)
Skyway	April 2007	8	December 2007	December 2007	-
YBI Detour*	July 2007	36	June 2010	June 2010	-
Stormwater Treatment Measures	March 2008	-	March 2008	March 2008	-
SAS E2/T1 Foundations	June 2008	(3)	March 2008	March 2008	-
SAS Superstructure	March 2012	12	March 2013	March 2013	-
Oakland Touchdown (OTD)	November 2013	12	December 2014	December 2014	-
* OTD Submarine Cable	n/a		January 2008	January 2008	-
* OTD No. 1 (Westbound)	n/a		January 2010	January 2010	-
* OTD No. 2 (Eastbound)	n/a		November 2014	November 2014	-
YBI Transition Structure*	November 2013	12	November 2014	November 2014	-
Existing Bridge Demolition*	September 2014	12	September 2015	September 2015	-
Open to Traffic: Westbound	September 2011	12	September 2012	September 2012	-
Open to Traffic: Eastbound	September 2012	12	September 2013	September 2013	-

**Contract schedules being further assessed due to changes in SAS schedule.*

Project Status: Construction is substantially complete for the Skyway contract. Construction is currently on going for the YBI Detour, SAS Superstructure, SAS E2/T1 Foundations and Stormwater Treatment Measures OTD #1 (Westbound) contracts. Contracts in design include the OTD #2 (eastbound), the YBI Transition Structure (YBITS) Contract #1, YBITS Contract #2 and the Existing Bridge Demolition contract. Design of each contract is proceeding per its schedule requirements. The OTD #1 project start date was August 22, 2007. SAS Superstructure construction is ongoing.

Project Issues: All projects except Demolition have a Risk Response Team and a Risk Register incorporating quantitative risk analyses. A preliminary risk register has also been developed for Capital Outlay Support (COS) costs, as well as a program-level risk register that captures risks common to all project. The development of a quantitative COS risk analysis is in progress. The Risk Response Teams have focused attention on developing and executing risk response actions for their most significant risks. Many of the actions have been effective, as evidenced by a reduction of risk impacts on the Skyway and E2/T1 contracts from the previous quarter. The effort to develop and execute risk response actions to mitigate the cost and schedule impacts posed by risk issues continues to be a high priority.

Recent TBPOC Actions: See the following contract detail pages for specific TBPOC actions on East Span contracts.

Toll Bridge Seismic Retrofit Program

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project

SKYWAY CONTRACT

Contract Description: The Skyway contract constructs two parallel pre-cast concrete approach spans from Oakland to the self-anchored suspension span near Yerba Buena Island.

Skyway Cost Summary ($ Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (01/2008)	Cost To Date (11/2007)	Cost Forecast (01/2008)	Variance
a	b	c	d = b + c	e	f	g = f - d
East Span - Skyway						
Capital Outlay Support	197.0	-	197.0	173.8	197.0	-
Capital Outlay Construction	1,293.0	-	1,293.0	1,199.9	1,293.0	-
TOTAL	1,490.0	-	1,490.0	1,373.7	1,490.0	-

Note: Details may not sum to totals due to rounding effects.

Skyway Schedule Summary

Contract	AB 144/SB 66 Contract Completion Baseline (07/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (01/2008)	Contract Complete Schedule Forecast (01/2008)	Schedule Variance (Months)
East Span - Skyway	April 2007	8	December 2007	December 2007	-

Contract Status: The Skyway Contract will be substantially complete in December 2007. Minor punchlist work on hand railings, overhead signage and other work will be completed over the next month. The eastbound and westbound structures are 100% complete with the erection of all segments and the eastbound polyester overlay has also been completed.

Contract Issues:

Issue	Mitigating Action
KFM issued 15 NOPCs on behalf of USI for welding issues related to the fabrication of the Steel Orthotropic Box Girders (SOBG).	USI completed the fabrication of the SOBG. All NOPCs filed were heard by the Dispute Review Board. Caltrans is evaluating USI's cost claims. There is sufficient contract budget to resolve issue.

Recent TBPOC Actions: None.

Contract Photographs

Skyway – Underside Painting

Skyway - Bench

Skyway – Rail Bolt Caps

Skyway – Underside Painting

Skyway – Traveler Ladder

Skyway – Rail Painting

Toll Bridge Seismic Retrofit Program

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project

SELF-ANCHORED SUSPENSION (SAS) E2/T1 FOUNDATIONS CONTRACT

Contract Description: The Self-Anchored Suspension (SAS) E2/T1 Foundations contract constructs the main tower foundation at T1 and the adjacent east foundation at E2. (See diagram pg. 14)

SAS E2/T1 Foundations Cost Summary ($ Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (01/2008)	Cost To Date (11/2007)	Cost Forecast (01/2008)	Variance
a	b	c	d = b + c	e	f	g = f - d
East Span - SAS E2 / T1 Foundations						
Capital Outlay Support	52.5	(11.0)	41.5	25.7	41.5	-
Capital Outlay Construction	313.5	-	313.5	259.2	313.5	-
TOTAL	366.0	(11.0)	355.0	284.9	355.0	-

Note: Details may not sum to totals due to rounding effects.

SAS E2/T1 Foundations Schedule Summary

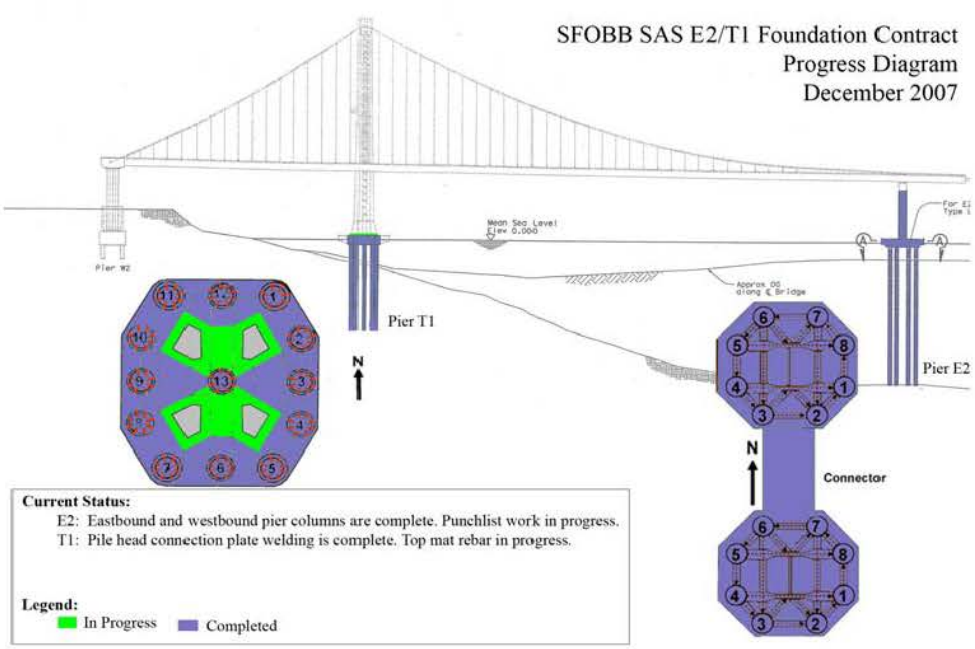
Contract	AB 144/SB 66 Contract Completion Baseline (07/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (01/2008)	Contract Complete Schedule Forecast (01/2008)	Schedule Variance (Months)
East Span - SAS E2 / T1 Foundations	June 2008	(3)	March 2008	March 2008	-

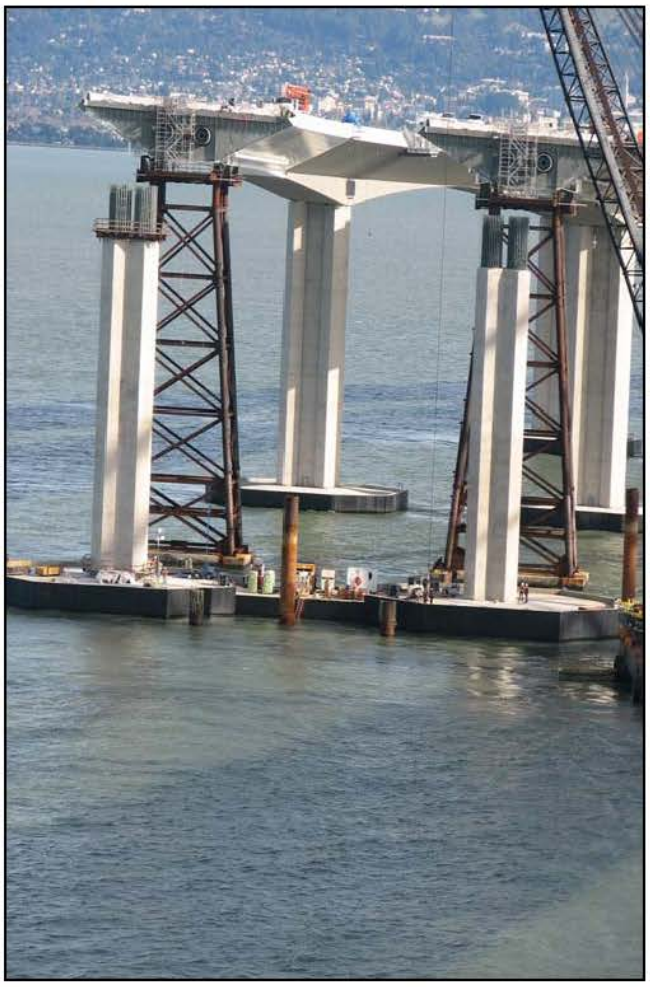
Contract Status: The contract is 96% complete as of November 20, 2007. On the SAS Marine Foundations Contract, all 13 rock sockets that tie the SAS tower foundation (T1) to bedrock have been installed. The T1 bottom slab concrete has been placed. Slot cutting and T1 pile head connection welding is complete. Caltrans and its contractor have completed most of the eastbound E2 foundation and column, except for punchlist work. Work is forecast to be completed on time.

Issue	Mitigating Action
The Contractor may potentially claim additional compensation for extra work for producing integrated shop drawings and changes from that process.	The Department is evaluating the issues. Pending their findings, the Department may settle this dispute. There is sufficient contract budget to resolve the issue.

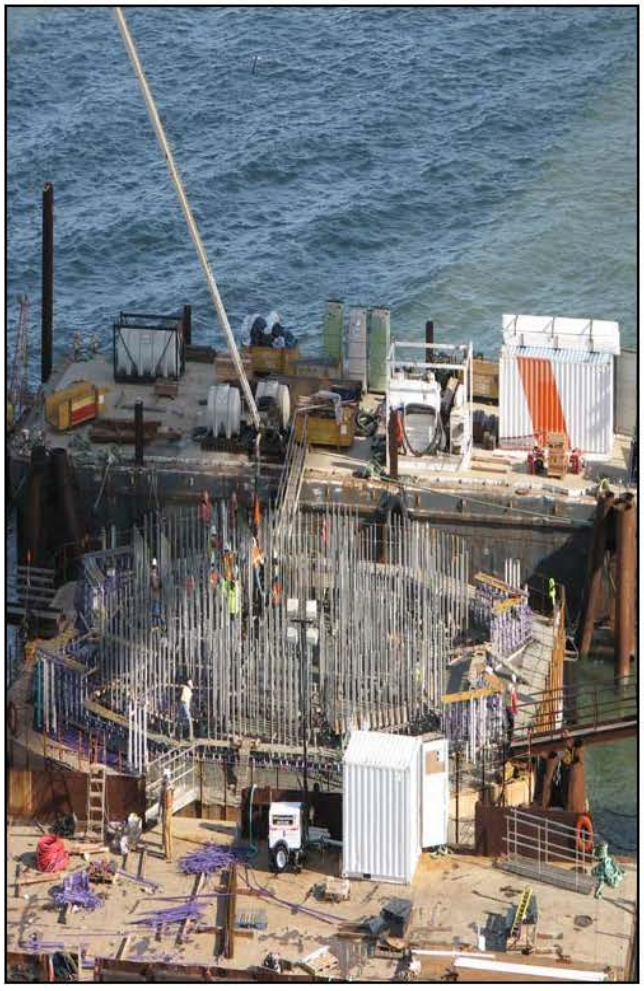
Recent TBPOC Actions: None.

Project Diagram and Photographs





E2-T1 Completed E2 Columns



E2-T1 Top Slab Concrete Pour at T1

Toll Bridge Seismic Retrofit Program

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project

SELF-ANCHORED SUSPENSION (SAS) SUPERSTRUCTURE CONTRACT

Contract Description: The Self-Anchored Suspension (SAS) Superstructure contract constructs a signature tower span between the Skyway and the Yerba Buena Island transition structure. Work on the SAS bridge has been split between three contracts—the SAS Superstructure (under construction), the SAS E2/T1 Foundation (under construction), and the SAS W2 Foundation (completed).

SAS Superstructure Cost Summary ($ Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (01/2008)	Cost To Date (11/2007)	Cost Forecast (01/2008)	Variance
a	b	c	d = b + c	e	f	g = f - d
East Span - SAS Superstructure						
Capital Outlay Support	214.6	-	214.6	58.2	214.6	-
Capital Outlay Construction	1,753.7	-	1,753.7	336.0	1,767.4	13.7
TOTAL	1,968.3	-	1,968.3	394.2	1,982.0	13.7

Note: Details may not sum to totals due to rounding effects.

SAS Superstructure Schedule Summary

Contract	AB 144/SB 66 Contract Completion Baseline (07/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (01/2008)	Contract Complete Schedule Forecast (01/2008)	Schedule Variance (Months)
East Span - SAS Superstructure	March 2012	12	March 2013	March 2013	-

Contract Status: The contract is 23% complete as of December 20, 2007. The contractor, American Bridge Fluor Enterprises, Inc., a Joint Venture (ABF), and their subcontractors continue to prepare and submit requests for information and submittals for Caltrans review and response, including schedule updates. The schedule update for October 2007 was submitted and accepted. All nine modules of the barge have been fabricated in Oregon. The contractor is currently welding the modules together and painting them. Shipping the barge to China is scheduled for mid-February 2008. Crane fabrication has started in China. Civil construction work has started at the W2 foundation with falsework for the pier table. The first lift concrete pour at the W2 Bent Cap is scheduled for January 2008. The fabricators for the temporary towers and trusses have been selected by the contractor and fabrication is underway.

Caltrans and its contractor are working on final trial mock-ups of the steel tower. Two of the three tower mock-ups will be completed by January 2008. The OBG mock-up was completed. Fabrication of the OBG sides and bottom plates has started. The Hinge "K" Pipe Beam fabrication is in progress. In addition, the high strength pre-stressing rods for the Hinge "K" Pipe Beam have been manufactured and delivered. The cable band friction test is scheduled to be conducted at Pier 7 in February 2008.

Contract Issues:

Issue	Mitigating Action
Caltrans has identified the need for added resources to monitor work at the ZPMC steel fabrication facilities in China.	Caltrans has set up facilities and organized resources that will ensure an effective Owner's presence in the steel fabrication shops.
Potential for cost increases during construction due to steel plate conflicts. Applies to structural steel, including the towers and box girders.	Establish Working Drawing Campus with Contractor to facilitate discussion about conflicts and meet regularly. Caltrans has constructed models and identified conflicts, for which CCOs are to be prepared.

Recent TBPOC Actions: None

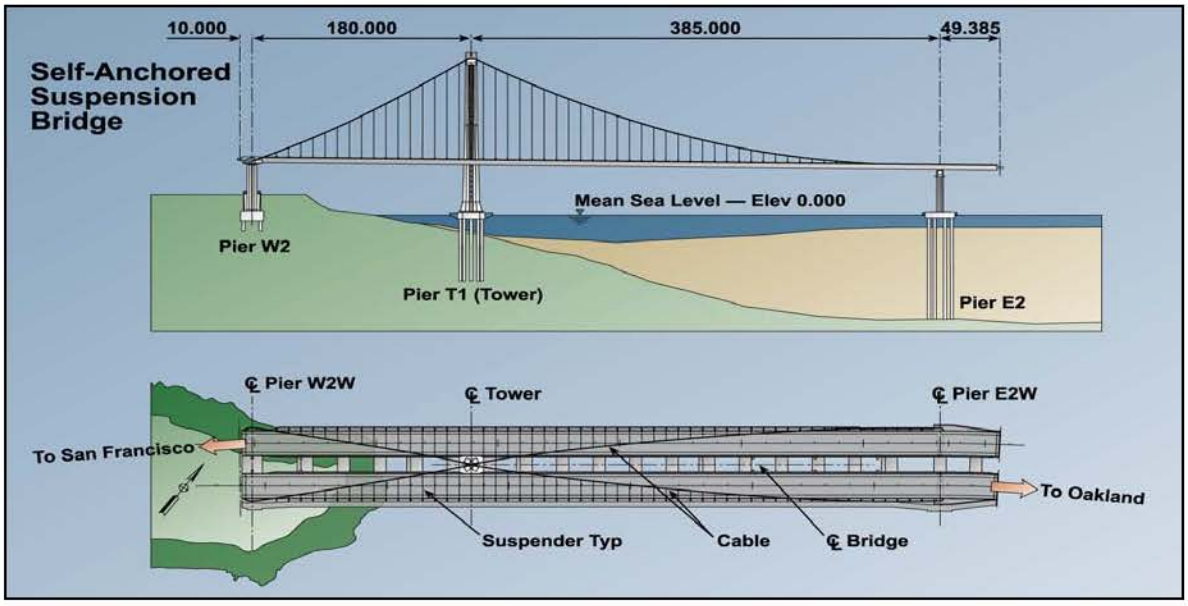
Contract Photographs

SAS - W2 Bent Cap Construction

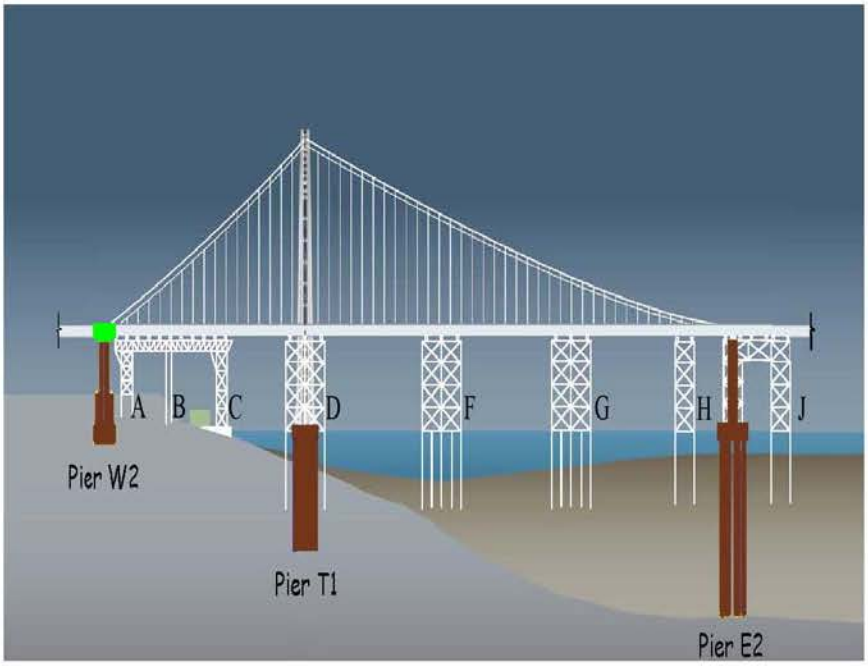
SAS - W2 Bent Cap Construction

SAS - W2 Steel Reinforcement

SAS - W2 Construction Elevator



SAS Superstructure Construction Progress



Field work to be completed
Field work in progress
Completed field work
Part of W2 and E2/T1 contract

Toll Bridge Seismic Retrofit Program

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project

YERBA BUENA ISLAND (YBI)

• YBI DETOUR CONTRACT

Contract Description: The YBI Detour constructs a temporary detour from the YBI tunnel to the existing east span of the Bay Bridge. This detour maintains traffic on the existing bridge while the YBI Transition Structure Contract completes the tie-in from the SAS to the existing tunnel.

YBI Detour Cost Summary ($ Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (01/2008)	Cost To Date (11/2007)	Cost Forecast (01/2008)	Variance
a	b	c	d = b + c	e	f	g = f - d
YBI Detour						
Capital Outlay Support	29.5	10.0	39.5	32.4	39.5	-
Capital Outlay Construction	131.9	202.5	334.4	129.5	334.4	-
TOTAL	161.4	212.5	373.9	161.9	373.9	-

Note: Details may not sum to totals due to rounding effects.

YBI Detour Schedule Summary

Contract	AB 144/SB 66 Contract Completion Baseline (07/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (01/2008)	Contract Complete Schedule Forecast (01/2008)	Schedule Variance (Months)
YBI Detour *	July 2007	36	June 2010	June 2010	-

** Contract schedule under assessment. See Contract Issues on the following page.*

Contract Status: The YBI Detour Contract was awarded in early 2004 to construct a temporary detour structure providing for, at that time, a new bridge opening in 2006. Due to the re-advertisement of the SAS superstructure contract in 2005, the bridge opening was rescheduled to 2013, which necessitated a temporary suspension of the YBI Detour contract and design changes. The required suspension of work and design revisions has resulted in increased cost for the YBI Detour contract.

In 2006, the TBPOC approved a plan to pace work on the project, to have Caltrans assume design responsibility over the east and west tie-ins, and to make changes to the detour structures to allow it to stand in place alone for a longer duration than originally intended. The YBI Detour contract is now forecast to be completed in 2010 consistent with the planned westbound opening date of 2012 for the new bridge.

In addition to the revised contract completion date, the TBPOC approved on February 15, 2007 to advance foundation and retrofit work from the Yerba Buena Island Transition Structures (YBITS) contract to the YBI Detour contract. Advancing the work will reduce overall project schedule risk by taking work off the critical path for the East Span project while making more effective use of the extended YBI Detour contract duration, and will enable potential acceleration of the SAS construction pending negotiation with American Bridge.

Fabrication of the temporary viaduct detour is progressing in Pohang, Korea. The second shipment of the Viaduct has arrived at the Port of San Francisco. Construction of the viaduct bent cap 49 has been completed. Construction of the

remaining viaduct column bent caps is in progress. The contractor is preparing for the steel erection of the viaduct.

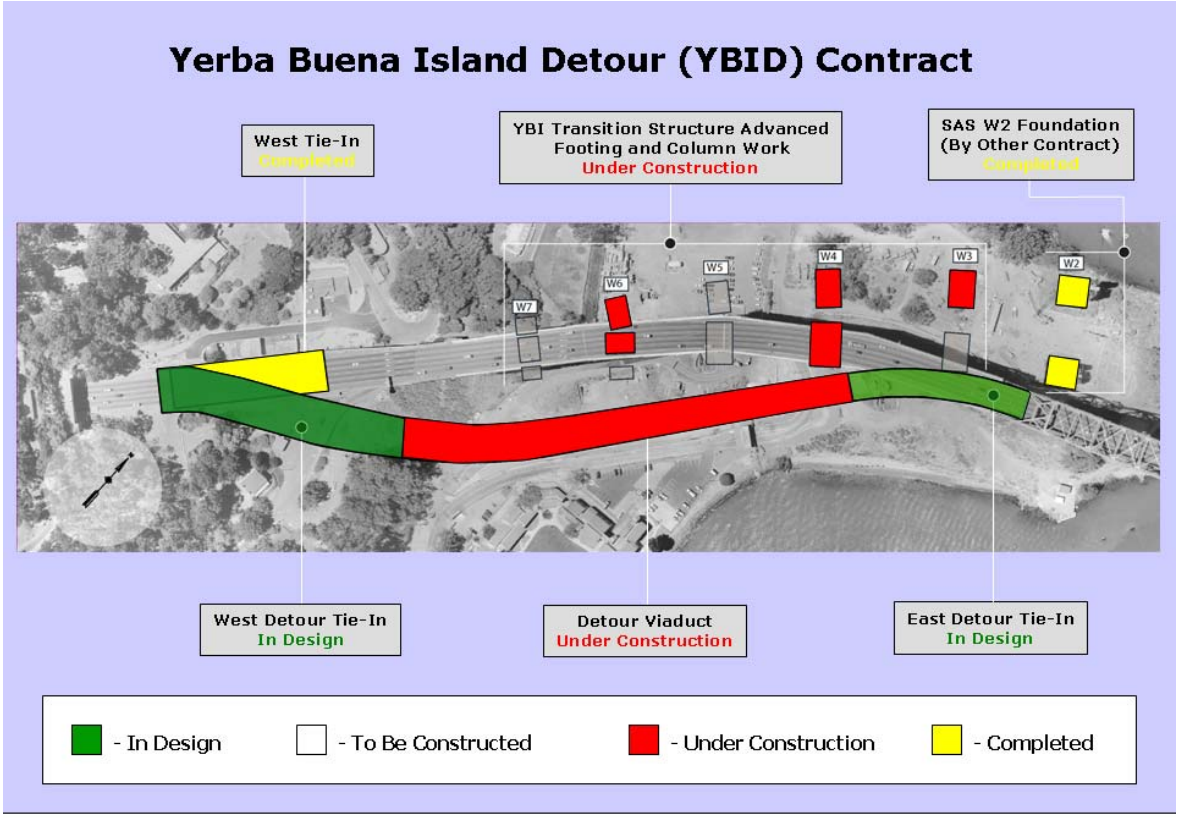
The contractor is preparing for the relocation of the existing pump station and the AT&T line. Caltrans has also delivered portions of the east and west tie-in designs.

As part of the YBI Advanced work, the contractor has completed driving the piles at W6L and W6R-N. The first lift of concrete pour for W4L has been completed. The W4R CIDH piles are complete.

Recent TBPOC Actions: In October 2007, the TBPOC approved CCO 73 "YBI Advanced Work W3R, W4R, W5 L/R, W6 L/R, W7 Ramp and the Ductbank" and CCO 91S1 "Time Related Overhead Extension"

Contract Issues:

Issue	Mitigating Action
Caltrans will need to negotiate a number of contract change orders to implement the aforementioned changes to the contract, including the Labor Day Deck Roll-in, the advancement of YBI Transition Structure Work, design enhancements to the detour structure, and other work.	The TBPOC has approved a plan of action to implement the changes. Caltrans currently negotiating settlement of outstanding contract changes.



Toll Bridge Seismic Retrofit Program

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project

YERBA BUENA ISLAND (YBI)

• YBI TRANSITION STRUCTURE CONTRACTS

Contract Description: The YBI Transition Structure contracts will construct the mainline YBI transition structures (YBITS) that will connect the SAS portion of the new bridge to the newly rolled in WTI Phase I structure. YBITS #1 will construct the mainline approach structure from the new bridge to the WTI Phase I structure. YBITS #2 will demolish the YBI Detour temporary structure, complete the new eastbound on-ramp, reconstruct local affected facilities at YBI, and complete the bike path from the SAS to YBI (except for a section of the path that conflicts with existing column E1). That section of the path is contemplated to be completed in the demolition contract. A YBI Landscaping Contract will restore slopes and vegetation in areas affected by YBI construction.

YBI Transition Structure Cost Summary ($ Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (01/2008)	Cost To Date (11/2007)	Cost Forecast (01/2008)	Variance
a	b	c	d = b + c	e	f	g = f - d
Capital Outlay Support	78.7	-	78.7	17.2	78.7	-
Capital Outlay Construction						
* YBITS Contract #1				-	214.3	
* YBITS Contract #2				-	58.5	
* YBITS Contract #3 -				-	3.3	
Total Capital Outlay Construction	299.3	(23.2)	276.1	-	276.1	-
TOTAL	378.0	(23.2)	354.8	17.2	354.8	-

Note: Details may not sum to totals due to rounding effects.

YBI Transition Structure Schedule Summary

Contract	AB 144/SB 66 Contract Completion Baseline (07/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (01/2008)	Contract Complete Schedule Forecast (01/2008)	Schedule Variance (Months)
YBI Transition Structure	November 2013	12	November 2014	November 2014	-

Contract Status: In February 2007, the TBPOC approved a plan to accelerate portions of the YBITS work by adding it to the YBI Detour Contract. The new forecast for the YBITS contract excluding the advance work is $276.1 million which is a net reduction of $23.2 million from the AB 144/SB 66 budget. Caltrans is preparing the remaining portion of the YBITS # 1 Contract for advertisement in 2008. See the YBI Detour Contract Status on page 18 for more information.

Contract Issues: None.

Recent TBPOC Actions: In February 2007, the TBPOC approved a plan to accelerate YBITS work on the YBI Detour contract.

Toll Bridge Seismic Retrofit Program

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project

OAKLAND TOUCHDOWN

Contract Descriptions: The Oakland Touchdown #1 Contract includes construction of all marine foundations, and land foundations (except for the eastbound abutment), westbound bridge section, and one frame of the eastbound bridge section and roadway approach for the section connecting the new Skyway portion to the roadway west of the Oakland Toll Plaza.

The Oakland Touchdown #2 Contract includes construction of the remaining eastbound bridge section and roadway approach for the section connecting the new Skyway portion to the roadway west of the Oakland Toll Plaza. This work would occur once the westbound traffic is shifted onto the new westbound bridge, including the SAS.

The Submarine Cable Relocation Contract replaced the existing submarine electrical cable from Oakland to Treasure Island and was completed ahead of the OTD Contract #1 which avoided potential construction conflicts.

Oakland Touchdown Cost Summary ($ Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (01/2008)	Cost To Date (11/2007)	Cost Forecast (01/2008)	Variance
a	b	c	d = b + c	e	f	g = f - d
Capital Outlay Support	74.4	-	74.4	28.6	92.1	17.7
Capital Outlay Construction						
OTD Submarine Cable	-	-	-	7.8	9.6	-
Oakland Touchdown #1	-	-	-	23.9	226.5	-
Oakland Touchdown #2	-	-	-	-	62.0	-
Oakland Touchdown Electrical	-	-	-	-	4.4	-
Total Capital Outlay Construction	283.8	-	283.8	31.7	302.5	18.7
TOTAL	358.2	-	358.2	60.3	394.6	36.4

Note: Details may not sum to totals due to rounding effects. The allocation of AB144/SB 66 budgets is proceeding. Budget amount is TBD. Overall OTD budgets and forecasts are shown on page 2.

Oakland Touchdown Schedule Summary

Contract	AB 144/SB 66 Contract Completion Baseline (07/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (01/2008)	Contract Complete Schedule Forecast (01/2008)	Schedule Variance (Months)
OTD Submarine Cable	-	-	January 2008	January 2008	-
Oakland Touchdown #1	-	-	January 2010	January 2010	-
Oakland Touchdown #2	-	-	November 2014	November 2014	-

Contract Status

Oakland Touchdown Contract #1: The contract was awarded to MCM construction on July 17, 2007. The first working day of the contract was August 22, 2007. The project is approximately 12% complete, as of December 30, 2007. The Department continued to review and process various Contractors' RFIs and submittals. The main and the north side fingers of the trestle construction are substantially complete, with the south side trestle fingers still to be completed. Marine-based excavation at Pier 19L was completed and installation of the cofferdam at Pier 18L will occur in January 2008. Fabrication of the steel piles is currently in progress and the 1st pile was delivered on December 5, 2007. Pile driving operation commenced at E20L, with piles 1, 2 and 3 driven to tip. Other work in progress includes pile splice welding at 20L, electrical work for temporary underground and roadway at grade, construction of the electrical duct bank and surveying the manhole locations.

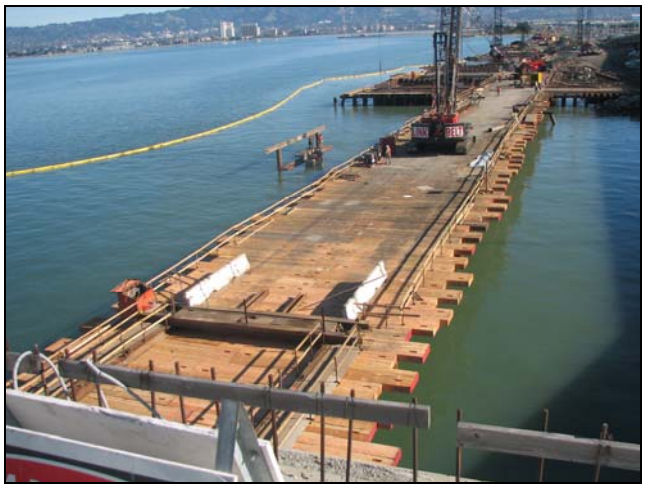
Oakland Touchdown Contract #2: Design work for the structures portion of OTD Contract No. 2 is substantially complete. The contract will be advertised in 2010 so that construction can be completed in time for opening the SAS in the eastbound direction. Determination of contract scope for the Oakland Touchdown Electrical Systems is underway. Caltrans is also considering the option of incorporating this work into the Oakland Touchdown #2 contract.

Submarine Cable Relocation Contract: All field work has been completed and the contractor has demobilized. Caltrans has accepted the contract.

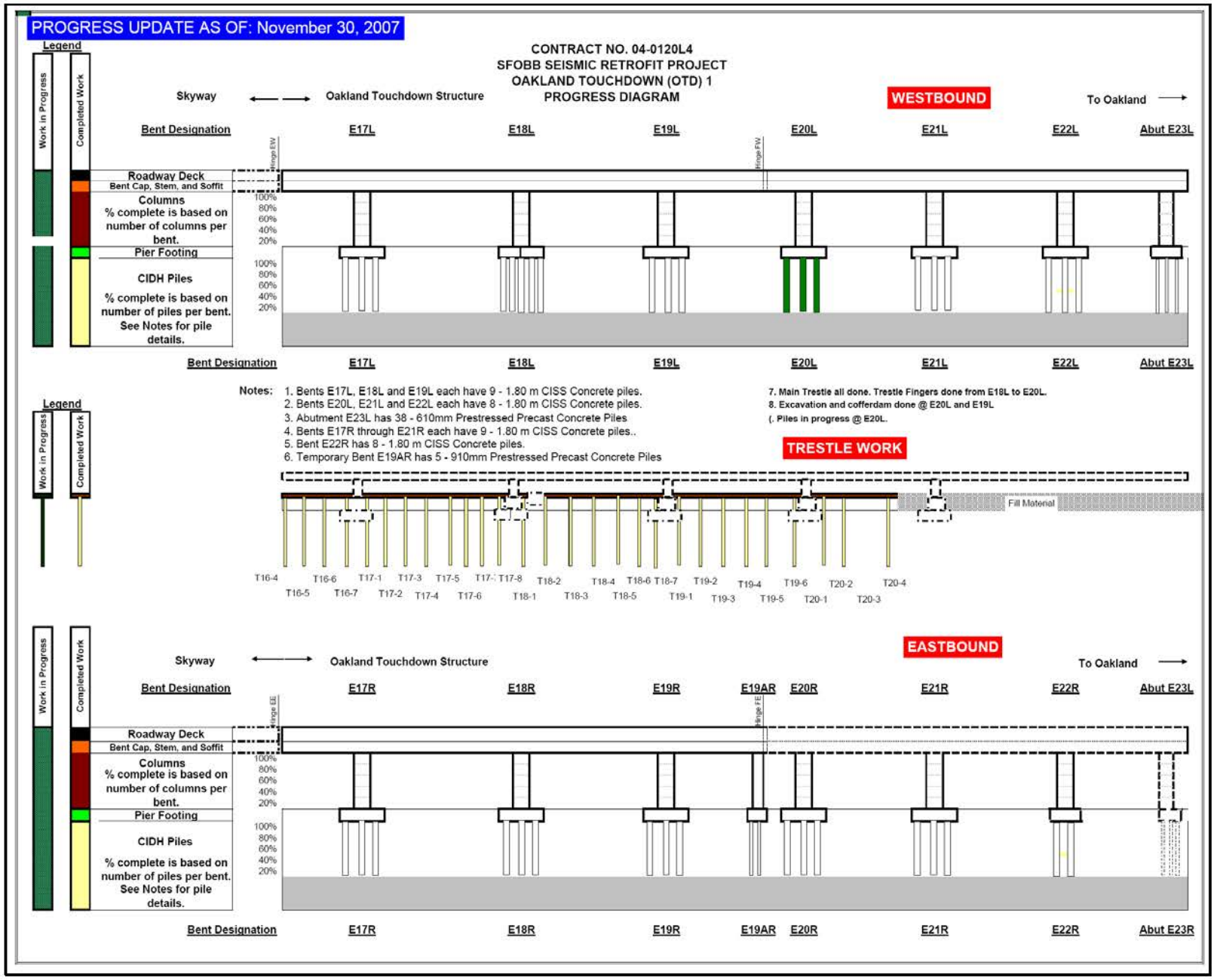
Contract Issues: None.

Recent TBPOC Actions: None.

Looking at the Finger Section of Bent 20 With Equipment Doing Excavation work



Overhead View of the OTD # 1 Access Trestle


PROGRESS UPDATE AS OF: November 30, 2007
CONTRACT NO. 04-0120L4
SFOBB SEISMIC RETROFIT PROJECT
OAKLAND TOUCHDOWN (OTD) 1
PROGRESS DIAGRAM
Legend
Work in Progress
Completed Work
Roadway Deck
Bent Cap, Stem, and Soffit
Columns
% complete is based on number of columns per bent.
Pier Footing
CIDH Piles
% complete is based on number of piles per bent. See Notes for pile details.
Skyway
Oakland Touchdown Structure
To Oakland
WESTBOUND
Bent Designation
E17L
E18L
E19L
E20L
E21L
E22L
Abut E23L
Hinge EW
Hinge FW
100%
80%
60%
40%
20%
Notes:
1. Bents E17L, E18L and E19L each have 9 - 1.80 m CISS Concrete piles.
2. Bents E20L, E21L and E22L each have 8 - 1.80 m CISS Concrete piles.
3. Abutment E23L has 38 - 610mm Prestressed Precast Concrete Piles
4. Bents E17R through E21R each have 9 - 1.80 m CISS Concrete piles..
5. Bent E22R has 8 - 1.80 m CISS Concrete piles.
6. Temporary Bent E19AR has 5 - 910mm Prestressed Precast Concrete Piles
7. Main Trestle all done. Trestle Fingers done from E18L to E20L.
8. Excavation and cofferdam done @ E20L and E19L
(. Piles in progress @ E20L.
TRESTLE WORK
Fill Material
T16-4
T16-5
T16-6
T16-7
T17-1
T17-2
T17-3
T17-4
T17-5
T17-6
T17-8
T18-1
T18-2
T18-3
T18-4
T18-5
T18-6
T18-7
T19-1
T19-2
T19-3
T19-4
T19-5
T19-6
T20-1
T20-2
T20-3
T20-4
EASTBOUND
E17R
E18R
E19R
E19AR
E20R
E21R
E22R
Abut E23R
Hinge EE
Hinge FE

Toll Bridge Seismic Retrofit Program

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project

OTHER MAJOR CONTRACTS

Contract Description: Other Major Contracts include the Stormwater Treatment Measures contract, which will implement best practices for storm water runoff treatment at the SFOBB toll plaza and approaches to the SFOBB toll plaza and the Existing Bridge Demolition contract, which will include the complete removal of the existing 1936 east span following the opening of the new bridge.

Other Major Contracts Cost Summary ($ Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (01/2008)	Cost To Date (11/2007)	Cost Forecast (01/2008)	Variance
a	b	c	d = b + c	e	f	g = f - d
Capital Outlay Support	85.7	2.0	87.7	8.1	87.7	-
Capital Outlay Construction						-
Existing Bridge Demolition	239.2	-	239.2	-	222.0	(17.2)
StormwaterTreatment Measures	15.0	3.3	18.3	15.3	18.3	-
Total Capital Outlay Construction	254.2	3.3	257.5	15.3	240.3	(17.2)
TOTAL	339.9	5.3	345.2	23.4	328.0	(17.2)

Note: Details may not sum to totals due to rounding effects.

Other Major Contracts Schedule Summary

Contract	AB 144/SB 66 Contract Completion Baseline (07/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (01/2008)	Contract Complete Schedule Forecast (01/2008)	Schedule Variance (Months)	% Design Comp.
Existing Bridge Demolition	September 2014	12	September 2015	September 2015	-	10
Stormwater Treatment Measures	March 2008	-	March 2008	March 2008	-	N/A

Contract Status:

Stormwater Treatment Measures: The contract is 96% complete as of November 2007. Current work includes electrical and planting punchlist work.

Bridge Demolition: Design work has been temporarily suspended to assign engineering resources to higher priority tasks, and will resume at a later time. The contract schedule completion date has been extended by 12 months due to a 12-month SAS contract extension. The $17.2 million decrease in construction costs for the Existing Bridge Demolition contract is due to a re-evaluation of cost escalation rates for the contract.

Issue	Mitigating Action
The Contractor has encountered problems with unsuitable materials and the need to upgrade electrical equipment to meet the pumping requirements of the contract.	The Department has sought supplemental contract funds to cover additional project risks, including the delays from the Maze Collapse, the unsuitable materials, and the upgrade of the electrical systems.

Recent TBPOC Actions: None.

Storm Water - Basin

Storm Water - Bypass

Storm Water - MSE Wall

Storm Water - MSE Wall

Toll Bridge Seismic Retrofit Program

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project

OTHER COMPLETED CONTRACTS AND RELATED WORK

Summary Description: Substantial work has already been performed on the SFOBB East Span Replacement project to facilitate construction of the mainline construction contracts.

Other Contracts and Related Work Cost Summary ($ Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (01/2008)	Cost To Date (11/2007)	Cost Forecast (01/2008)	Variance
a	b	c	d = b + c	e	f	g = f - d
Capital Outlay Support	227.0	(1.0)	226.0	209.0	226.0	-
Right-of-Way and Environmental Mitigation	72.4	-	72.4	38.8	72.4	-
Capital Outlay Construction						-
SAS W2 Foundations	26.4	-	26.4	25.8	26.4	-
YBI/SAS Archaeology	1.1	-	1.1	1.1	1.1	-
YBI - USCG Road Relocation	3.0	-	3.0	2.8	3.0	-
YBI - Substation and Viaduct	11.6	-	11.6	11.3	11.6	-
Oakland Geofill	8.2	-	8.2	8.2	8.2	-
Pile Installation Demonstration Project	9.2	-	9.2	9.2	9.2	-
Existing East Span Retrofit	30.8	-	30.8	30.8	30.8	-
Total Capital Outlay Construction Completed	90.3	-	90.3	89.2	90.3	-
TOTAL	389.7	(1.0)	388.7	337.0	388.7	-

Note: Details may not sum to totals due to rounding effects.

Other Contracts and Related Work Schedule Summary

Project	Actual Project Completion Date
Existing East Span Retrofit	March 1998
Interim Retrofit	July 2000
Pile Installation Demolition Project	December 2000
YBI / SAS Archaeology	January 2003
Oakland Geofill	April 2003
YBI – USCG Road Relocation	June 2004
SAS W2 Foundations	October 2004
YBI Substation and Viaduct	May 2005

Summary Status: Construction has been completed on the above-listed contracts. Caltrans continues to work with various environmental agencies to conduct compliance inspections and monitor and mitigate any environmental impacts from the project.

Contract Issues: None.

Recent TBPOC Actions: None.

Toll Bridge Seismic Retrofit Program

San Francisco-Oakland Bay Bridge (SFOBB) West Approach Replacement Project

Project Description: The SFOBB West Approach Replacement Project will replace the entire west approach structure from 5th Street to the west anchorage of the existing west spans of the SFOBB while maintaining existing traffic lanes for the weekday commute.

SFOBB West Approach Replacement Cost Summary ($ Millions)

Project	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (01/2008)	Cost To Date (11/2007)	Cost Forecast (01/2008)	Variance
a	b	c	d = b + c	e	f	g = f - d
West Approach						
Capital Outlay Support	120.0	-	120.0	100.1	120.0	-
Capital Outlay Construction	309.0	-	309.0	263.4	309.0	-
TOTAL	429.0	-	429.0	363.5	429.0	-

Note: Details may not sum to totals due to rounding effects.

SFOBB West Approach Replacement Schedule Summary

Project	AB 144/SB 66 Project Completion Baseline (07/2006)	Approved Changes (Months)	Project Complete Current Approved Schedule (01/2008)	Contract Complete Schedule Forecast (01/2008)	Schedule Variance (Months)
West Approach	August 2009	-	August 2009	January 2009	(7)
Open to Traffic Date: Mainline			April 2008	April 2008	-

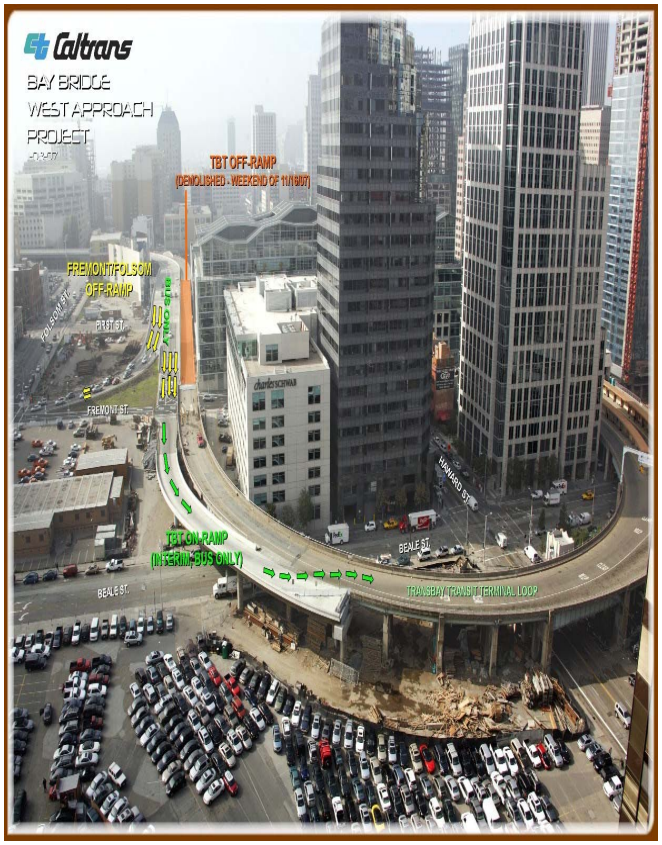
Project Status Project Status: Construction is 87% complete as of November 20, 2007. Seismic retrofit construction is continuing throughout the project. The rebuilding of the eastbound 80 structure is in progress with falsework installation. Soffit and deck pours are in progress and will continue through the winter of 2008. An extensive public outreach effort continues and will be necessary until the spring of 2008 for the construction of the eastbound structure adjacent to the Stillman Street area. Removal of Frame 7U falsework will be on going through January 2008. The permanent Sterling On-ramp will be open to traffic by early spring of 2008.

Project Issues:

Issue	Mitigating Action
The demolition of the temporary supports for Frames 6 and 7 will occur in January 2008.	Significant public outreach for nighttime demolition. Any opportunities for pre-work, such as, the utilization of sound blankets and bentonite are being utilized to minimize impact from nighttime noise.

Contract Issues: None.

Recent TBPOC Actions: None.

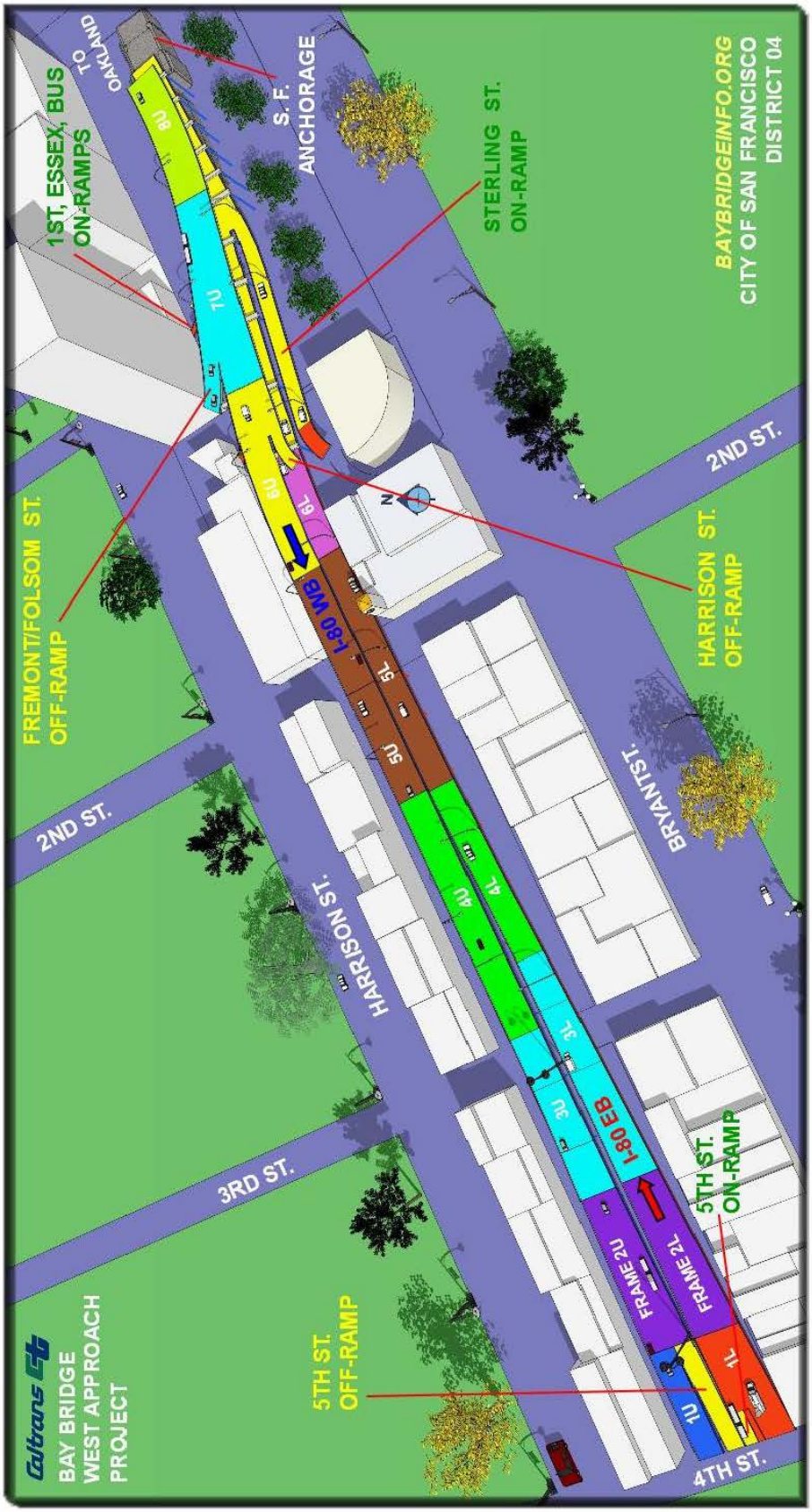


West Approach

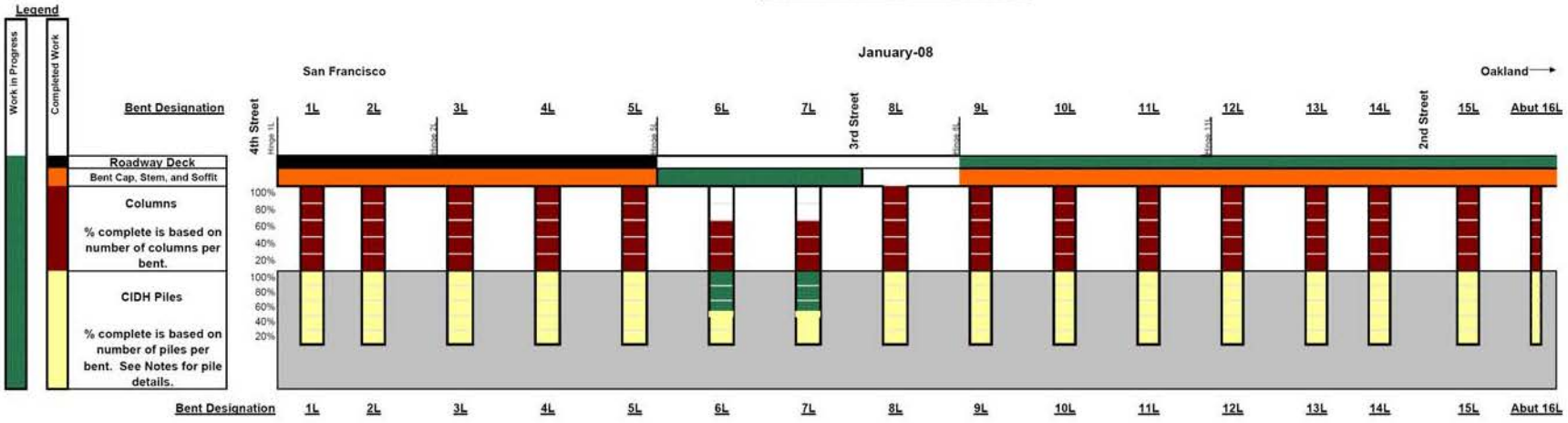
West Approach

West Approach – I-80 Westbound

West Approach Interim I-80 Eastbound


Caltrans
BAY BRIDGE
WEST APPROACH
PROJECT
BAYBRIDGEINFO.ORG
CITY OF SAN FRANCISCO
DISTRICT 04
1ST, ESSEX, BUS
ON-RAMPS
TO
OAKLAND
S. F.
ANCHORAGE
STERLING ST.
ON-RAMP
FREMONT/FOLSOM ST.
OFF-RAMP
HARRISON ST.
OFF-RAMP
2ND ST.
2ND ST.
HARRISON ST.
BRYANT ST.
3RD ST.
5TH ST.
OFF-RAMP
5TH ST.
ON-RAMP
4TH ST.
I-80 WB
I-80 EB
FRAME 2U
FRAME 2L
8U
7U
6U
7L
5U
4U
3U
2U
1U
1L

SFOBB West Approach Retrofit Progress Diagram
Mainline Eastbound 80 Rebuilding



Notes:
1. Bents 1L and 2L each have 5 - 84" Cast In Drilled Hole (CIDH) piles.
2. Bents 3L through 5L each have 5 - 90" Cast In Drilled Hole (CIDH) piles.
3. Bents 6L through 8L each have 4 - 90" Cast In Drilled Hole (CIDH) piles.
4. Bents 9L through 15L each have 3 - 72" Cast In Drilled Hole (CIDH) piles.
5. Abutment 16L has 18 - 30" Cast In Drilled Hole (CIDH) piles.
6. Average Pile lengths are as follows:
   - Bents 1L through 3L = 90'.
   - Bent 4L = 75'
   - Bent 5L = 80'
   - Bents 6L through 8L = 75'
   - Bent 9L = 60'
   - Bent 10L = 70'
   - Bents 11L and 12L = 73'
   - Bent 13L = 70'
   - Bents 14L and 15L = 67'
   - Abutment 16L = 40'
7. Items of work this chart does not include:
   - Lower Deck Retrofit
   - Sterling on-ramp reconstruction

Toll Bridge Seismic Retrofit Program

Richmond-San Rafael Bridge (RSRB) Seismic Retrofit Project

Project Description: The Richmond-San Rafael (RSR) Bridge Seismic Retrofit Project strengthened the existing bridge to withstand the effects of a large seismic event. As part of the retrofit work, Caltrans performed work to strengthen the bridge foundations, replace the existing west trestle and the main channel fenders and complete the joint rehabilitation of the bridge deck. (The RM1 work is reported in the RM1 section of the report.)

RSRB Seismic Retrofit Cost Summary ($ Millions)

Project	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (01/2008)	Cost To Date (11/2007)	Cost Forecast (01/2008)	Variance
a	b	c	d = b + c	e	f	g = f - d
RSRB Seismic Retrofit						
Capital Outlay Support	134.0	(7.0)	127.0	126.7	127.0	-
Capital Outlay Construction & Right-of-Way	780.0	(82.0)	698.0	666.6	698.0	-
TOTAL	914.0	(89.0)	825.0	793.3	825.0	-

Note: Details may not sum to totals due to rounding effects.
** The seismic retrofit contract included work to rehabilitate the bridge deck joints. Although the deck joint work was funded from RM1 toll funds, the work is also eligible for Toll Bridge Seismic Retrofit Program funding. In July 2005, BATA rescinded $16.9 million in RM1 funds for the deck joint work to make additional RM1 funds available for the New Benicia-Martinez Bridge Project. An equivalent amount of seismic funds will be used on the deck joint work, which is included in the budget above.*

RSRB Seismic Retrofit Schedule Summary

Project	AB 144/SB 66 Project Completion Baseline (07/2005)	Approved Changes (Months)	Project Complete Current Approved Schedule (01/2008)	Contract Complete Schedule Forecast (01/2008)	Schedule Variance (Months)
RSRB Seismic Retrofit	August 2005	-	August 2005	October 2005	2
RSRB Public Access Lot	NA	-	September 2007	August 2007	-1

Project Status: The retrofit construction contract was completed and accepted on October 28, 2005. Project savings in the amount of $89 million was transferred to the program contingency in October 2006.

Caltrans is concluding negotiations with regulatory agencies on pile driving issues and impacts to fisheries. A settlement is pending.

Construction work on the Public Access Project was completed in August 2007 and the lot was opened to public use.

Recent TBPOC Actions: None.


Richmond–San Rafael Bridge Seismic Retrofit
Existing rock slope protection to remain
Remove existing loose concrete
Install new rock slope protection
Picnic Table
Trash Receptacle
Parking
SAN FRANCISCO BAY
Install new rock slope protection
(reduced elevation at ESA)
Pedestrian Bridge
Environmentally Sensitive Area (ESA)
Bench (Typ)
Install new rock slope protection
Pedestrian Pathway
Existing rock slope
protection to remain
40m
11m
18m
Existing right of way
Existing
Bus Stop
Sidewalk
FRANCISCO BLVD
Rte 580 NB
Rte 580 SB
LEGEND
Landscape
Rock slope protection
Revised Exhibit A
Public Access Area
BCDC Mitigation – Permit No. 1-97, Amendment No. 3
April 6, 2006
0
20
40 Feet
SCALE
Caltrans
CT1666 | DISTRICT 4 | HVY MULTIMEDIA GRAPHICS SERVICES | 040006

Toll Bridge Seismic Retrofit Program

Other Completed Seismic Retrofit Projects

Summary Description: Caltrans has already completed the seismic retrofits of the West Spans of the SFOBB, the existing 1958 Carquinez Bridge, the existing Benicia-Martinez Bridge, the San Mateo-Hayward Bridge, and two former toll bridges in Southern California.

Other Completed Seismic Retrofit Projects Cost Summary ($ Millions)

Project	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (01/2008)	Cost To Date (11/2007)	Cost Forecast (01/2008)	Variance
a	b	c	d = b + c	e	f	g = f - d
San Francisco-Oakland Bay Bridge West Span Seismic Retrofit Project	307.9	-	307.9	301.1	307.9	-
Carquinez Bridge Retrofit Project	114.2	-	114.2	114.2	114.2	-
Benicia-Martinez Bridge Retrofit Project	177.8	-	177.8	177.8	177.8	-
San Mateo-Hayward Bridge Retrofit Project	163.5	-	163.5	163.4	163.5	-
Vincent Thomas Bridge Retrofit Project	58.5	-	58.5	58.4	58.5	-
San Diego-Coronado Bridge Retrofit Project	103.5	-	103.5	102.6	103.5	-
TOTAL	925.4	-	925.4	917.5	925.4	-

Note: Details may not sum to totals due to rounding effects. Capital Outlay Support and Capital Outlay have been combined.

Other Completed Seismic Retrofit Projects Schedule Summary

Project	Actual Project Completion Date
Vincent Thomas Bridge Retrofit	May 2000
San Mateo-Hayward Bridge Retrofit	June 2000
Carquinez Bridge Retrofit	January 2002
San Diego-Coronado Bridge Retrofit	June 2002
Benicia-Martinez Bridge Retrofit	August 2002
SFOBB West Span Seismic Retrofit	June 2004

Summary Status: Construction has been completed on the above-listed projects. The Estimate at Completion amounts shown above includes allowances for minor project closeout costs.

Contract Issues: None.

Recent TBPOC Actions: None.

Toll Bridge Seismic Retrofit Program

Other Toll Bridges

Dumbarton and Antioch Bridges

State Route 84 crosses the southern region of San Francisco Bay between the cities of Newark to the east and East Palo Alto to the west. The Route consists of three lanes in each direction and an eight-foot bicycle/pedestrian lane. The AADT of the Route is near 70,000. The bridge is over 2 km in length and is positioned in an approximately normal geometry between two seismic faults which the USGS has reported to pose most of the significant seismic threat to the San Francisco Bay Area: the San Andreas Fault, some 15 km to the west of the bridge; and the Hayward Fault, some 13 km to the east of the bridge.

State Route 160 crosses the San Joaquin River between the city of Antioch and Sherman Island (leading to Rio Vista) via the Antioch Bridge. The Bridge carries a single lane of traffic in each direction. The AADT for the Route is slightly over 10,000 vehicles per day. The bridge is threatened by the Bird's Landing Seismic Zone, Cost Range/Sierra Nevada Boundary Zone, and the San Andreas Fault.

Cost and Schedule

A cost estimate, schedule and an initial risk analysis have been developed to complete a comprehensive seismic analysis for each bridge. In June 2006, BATA approved $17.8 million in funding to proceed with the comprehensive seismic analysis of the bridges. The current forecast of expenditures is within the $17.8 million budgeted.

In September 2006, BATA entered into contract with a geotechnical and geophysical consultant to evaluate the bridges. In April 2007, the field-drilling program was completed and the majority of the laboratory testing was completed by June 2007. Minor laboratory testing to fill in data gaps may be required in the future. Alternative strategies and associated cost estimates of each alternative, with the retrofit design duration to complete the PS&E package, will be included in the final strategy report and expected to be completed by early 2009.

Current Progress

These bridges are currently being evaluated for seismic safety and post-earthquake performance. Work is underway in three specific areas: seismology, geology and geotechnical engineering, and bridge structural engineering.

Work in the area of seismology is defining the seismic ground motions used for design. Recommended Safety Evaluation (SE) level motions have been developed for both bridges and are currently under review by an external and independent Seismic Safety Peer Review Panel (SSPRP). SE motions represent future large earthquakes. Work in this area to be completed in the near future includes finalizing the SE motions, developing lower level Functional Evaluation (FE) motions, and multiple earthquake time-histories that can be used in the checking phase of the projects. Draft reports have been released. The SE motions have been reviewed by the Toll Bridge Seismic Safety Peer Review Panel on a couple of occasions.

Work in the area of geology and geotechnical engineering includes field drilling and studying of soil samples to identify soil types, locations, and engineering properties. This work supports work in defining how the soil at the bridge sites move during earthquakes and how rigidly the bridge's foundations are held in the soil. The drilling operations are complete at both bridge sites; information is being shared with the seismologic team and the bridge structure team. Draft reports have been released.

Work in the area of bridge structural engineering is continuing for both bridges. The structures team to date has been collecting and evaluating structural information on the bridges, reducing that information for use in computer models of the bridges, and initiating early computational runs of the models. The structure team has begun the design process for both bridges. Geological, geotechnical, and seismological information from the work areas mentioned previously is being incorporated into the bridge design. The design team is currently analyzing the design of the existing structures. Caltrans is also working with the Peer Review Committee to obtain approval of the proposed design.

PROJECT / CONTRACT REPORTS

Regional Measure 1 Program

New Benicia-Martinez Bridge Project Summary

- New Benicia-Martinez Bridge Contract
- Other Contracts and Related Project Activities

New Carquinez Bridge Project

Richmond-San Rafael Bridge Deck Overlay Project

Interstate 880 / State Route 92 Interchange Reconstruction

Other Completed Regional Measure 1 Projects

- San Mateo–Hayward Bridge Widening Project
- Richmond Parkway Project
- Bayfront Expressway Widening Project
- Richmond-San Rafael Bridge Trestle, Fender, and Deck Joint Rehabilitation Project

Regional Measure 1 Program

New Benicia-Martinez Bridge Project Summary

Project Description: The new Benicia-Martinez Bridge project has constructed a new parallel bridge just east of the existing bridge. The project includes reconstructed interchanges to the north and south of the bridges and a new toll plaza and administration building in Martinez.

New Benicia-Martinez Bridge Project Cost Summary ($ Millions)

Contract	BATA Budget (07/2005)	Approved Changes	Current Approved Budget (01/2008)	Cost To Date (11/2007)	Cost Forecast (01/2008)	Variance
a	b	c	d = b + c	e	f	g = f - d
Capital Outlay Support	157.1	35.2	192.3	176.9	192.3	-
Right-of-Way and Others	20.4	(0.1)	20.3	12.4	20.3	-
Capital Outlay						-
New Bridge	672.0	94.6	766.6	761.1	766.6	-
I-680/I-780 Interchange Replacement	76.3	26.9	103.2	97.1	103.2	-
I-680/Marina Vista Interchange Reconstruction	51.5	4.9	56.4	56.1	56.4	-
New Toll Plaza	24.3	2.0	26.3	23.0	26.3	-
Existing Bridge & Interchange Modifications	17.2	42.3	59.5	-	59.5	-
Other	20.3	2.8	23.1	15.3	23.1	-
Project Reserve	20.8	4.0	24.8	-	24.8	-
TOTAL	1,059.9	212.6	1,272.5	1,141.9	1,272.5	-

Note: Details may not sum to totals due to rounding effects.
** The budget and estimate at completion includes approximately $33 million in non-toll bridge funds (Proposition 192 and SHOPP).*

New Benicia-Martinez Bridge Project Schedule Summary

Contract	BATA Contract Completion Baseline (07/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (01/2008)	Contract Complete Schedule Forecast (01/2008)	Schedule Variance (Months)
I-680/Marina Vista Interchange Reconstruction	March 2006	1	April 2006	April 2006	-
New Toll Plaza	June 2006	-	May 2007	May 2007	-
New Benicia-Martinez Bridge	December 2007	-	October 2007	October 2007	-
I-680/I-780 Interchange Replacement	December 2007	-	December 2007	February 2008	2
Open to Traffic	December 2007	-	August 2007	August 2007	-
Existing Bridge & Interchange Modifications	December 2009	-	December 2009	December 2009	-

Contract Status:

New Benicia-Martinez Bridge: The New Benicia-Martinez Bridge was opened to traffic on August 25, 2007. The new bridge carries five lanes of northbound Interstate 680 traffic (two additional lanes) and features a new expanded toll plaza with the Bay Area's first Open-Road Tolling (ORT) FasTrak Express Lanes. With the ORT express lanes, vehicles paying their toll via FasTrak can pay electronically at highway speeds. The new bridge has been opened to traffic. Caltrans and its Contractors have completed the final punch list items and the project was accepted on September 28, 2007. The Proposed Final Estimate (PFE) was issued to the Contractor on November 29, 2007, of which the Contractor submitted an exception to the PFE. This exception relates to a certified payroll deduction of $40,000. The Department reviewed the exception, which included documentation the Contractor provided that justifies a refund of $30,000 from the $40,000 exception, and processed the refund in the semi-final estimate on January 3, 2008. Only $10,000 remains of the original exception, of which the Contractor has to submit additional substantiation to recover the full amount and issue the final PFE.

Toll Plaza and Administration Building: The contract is 100% complete based on contractor payment. The Contractor has completed all work on the Operations Building, Toll Plaza and Courtyard. The Plant Establishment Period ended on May 14, 2007. The contract was accepted on May 18, 2007 and the Proposed Final Estimate (PFE) has been issued. The Contractor has submitted their response to the PFE, which is currently being reviewed by Caltrans. A number of claims that have been filed by the Contractor remain to be resolved. Of those claims, the Time Related Overhead (TRO) claim has the largest exposure potential.

I-680/I-780 Interchange: The contract is approximately 99% complete based on the current revised schedule. To-date, all of the bridge structures are substantially complete. Final electrical work for the new Benicia-Martinez Bridge and the interchange is expected to be complete by February 2008.

Existing Bridge & Interchange Modification Contract: The existing Benicia-Martinez Bridge Modification contract was awarded to American Civil Constructors and Top Grade Construction Joint Venture on November 21, 2007. The Contractor has submitted the required insurance and contract bonds and the contract was approved on December 17, 2007. The 1st contract working day, based on a 15 days from contract approval would have been January 2, 2008. However, the Contractor requested for an extension of the effective date, which the Department and the Bay Area Toll Authority (BATA) approved, and the 1st contract work day is now scheduled on January 14, 2008. Pre-construction meeting for this contract is scheduled on January 8, 2008. The contract is expected to take approximately two years.

Recent TBPOC Actions: None.

The New Benicia-Martinez Bridge

Regional Measure 1 Program

New Carquinez Bridge Project

Project Description: The new Carquinez Bridge project involves constructing a new suspension bridge west of the existing bridges with four westbound lanes and a bicycle/pedestrian lane and demolishing the existing 1927 bridge.

New Carquinez Bridge Cost Summary ($ Millions)

Contract	BATA Budget (07/2005)	Approved Changes	Current Approved Budget (01/2008)	Cost To Date (11/2007)	Cost Forecast (01/2008)	Variance
a	b	c	d = b + c	e	f	g = f - d
Capital Outlay Support	124.4	(0.2)	124.2	122.0	122.4	(1.8)
Capital Outlay Construction						-
Replacement Bridge	253.3	4.0	257.3	255.9	257.3	-
South Interchange	73.9	-	73.9	71.9	73.9	-
Existing 1927 Bridge	35.2	-	35.2	32.0	35.2	-
Other	29.3	(0.8)	28.5	25.6	28.5	-
Project Reserve	12.1	(3.0)	9.1	-	0.9	(8.2)
TOTAL	528.2	-	528.2	507.4	518.2	(10.0)

Note: Details may not sum to totals due to rounding effects.

New Carquinez Bridge Schedule Summary

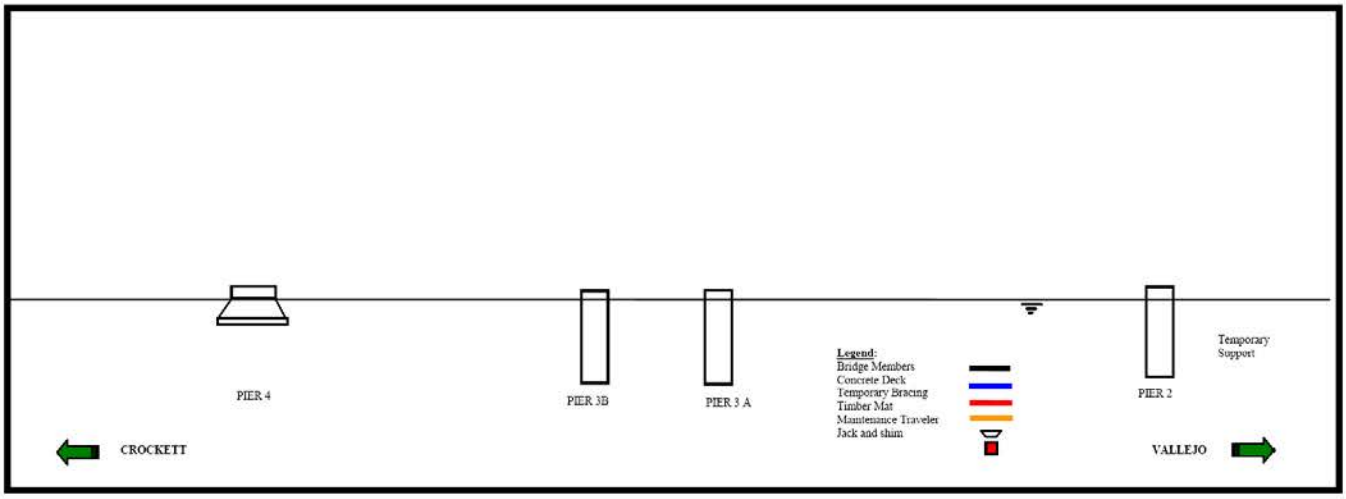
Contract	BATA Contract Completion Baseline (07/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (01/2008)	Contract Complete Schedule Forecast (01/2008)	Schedule Variance (Months)
New Carquinez Bridge	December 2003*	-	December 2003*	December 2003*	-
1927 Carquinez Bridge Demolition	September 2007	-	December 2007	December 2007	-
Landscaping	August 2011	-	August 2011	August 2011	-

** The date shown is for the opening of the bridge to traffic.*

Project Status: The new replacement bridge and all its approaches have been completed and were opened to traffic in November 2003. The removal of the entire 1927 bridge (Main Truss) was completed in September 2007. The Carquinez Bridge Demolition Contract was completed in December 2007. Minor punchlist and add-on drainage and security work will be completed over the next several months as Caltrans accepts the contract.

Project Issues: None

Project Diagram and Photographs:



Austin Vault Sand Filter @ Carquinez

Former Site of the 1927 Carquinez Bridge

Regional Measure 1 Program

Interstate 880/State Route 92 Interchange Reconstruction Project

Project Description: Modify the existing cloverleaf interchange to increase capacity and improve safety and traffic operations.

Interstate 880/State Route 92 Interchange Cost Summary ($ Millions)

Contract	BATA Budget (07/2005)	Approved Changes	Current Approved Budget (01/2008)	Cost To Date (11/2007)	Cost Forecast (01/2008)	Variance
a	b	c	d = b + c	e	f	g = f - d
I-880/SR-92 Interchange Improvement						
Capital Outlay Support	28.8	26.2	55.0	34.2	55.0	-
Capital Outlay Construction	94.8	60.2	155.0	-	155.0	-
Capital Outlay Right-of-Way	9.9	5.1	15.0	8.8	15.0	-
Project Reserve	0.3	19.7	20.0	-	20.0	-
TOTAL	133.8	111.2	245.0	43.0	245.0	-

Note: Details may not sum to totals due to rounding effects. $9.6 million in ACTA funds included under Capital Outlay Construction. $3.0 million included in Capital Outlay Construction and $1.0 million in Capital Outlay Support for separate landscape contract.

Interstate 880/State Route 92 Interchange Schedule Summary

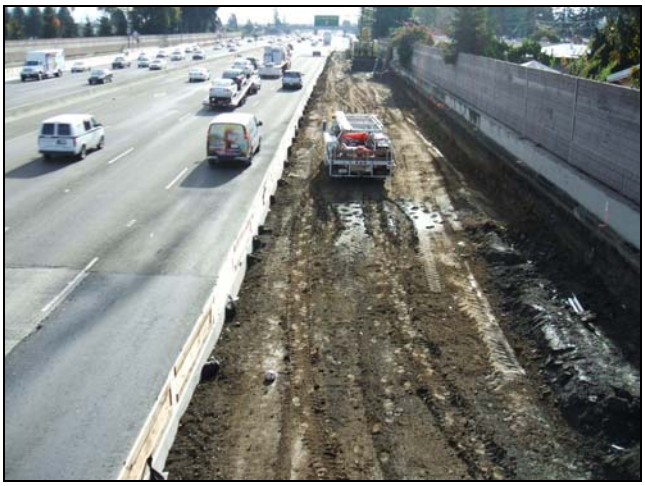
Project	BATA Project Completion Baseline (07/2005)	Approved Changes (Months)	Project Complete Current Approved Schedule (01/2008)	Contract Complete Schedule Forecast (01/2008)	Schedule Variance (Months)
I-880/SR-92 Interchange Reconstruction	December 2010	-	June 2011	June 2011	-

Project Status: On August 28, 2007, Caltrans awarded the Interstate 880/State Route 92 Interchange Reconstruction contract to the joint venture of FCI and Granite Construction for $138.4 million. The construction contract was approved on September 28, 2007. The 1st contract day of the project was October 26, 2007. The contract is 4% complete. Activities during the period include, clear and grub, placing k-rails, detour construction and SWPPP implementation. Demolition of the existing walls at the southwest and southeast quadrants is almost 80% finished. The temporary easement fence was installed. Structure excavation for RW "G" in the southwest quadrant, ground improvements and wick drain installation, grading for detour in southeast quadrant, and the drainage system 12 at southwest quadrant are ongoing. A crane was mobilized at Eldridge POC for pile driving at bents at the west side. AT&T Contractors finished bore and jack across I-92 and SR-880. AT&T and Comcast are to start splicing activities. PG&E completed all their relocation work.

Interstate 880/State Route 92 – Installation of a 600mm APC Drainage pipe at Retaining Wall G.

Interstate 880/State Route 92 - Wick drain installation at the northwest quadrant (southbound 880 to westbound 92).

Interstate 880/State Route 92 - Contractor is preparing for TSE1 temporary ramp (roadway excavation). The existing ramp is shown to the right of this work (northbound 880 to eastbound 92).



Interstate 880/State Route 92 - FCI prepares the area at SB 880 for the start of Eldridge Ave. POC for pile driving operation

Interstate 880/State Route 92 - Removal and capping of an extra DI on Peterman Ave. to accommodate Retaining Wall G

Project Photographs:

Interstate 880/State Route 92 Interchange
BEFORE

Interstate 880/State Route 92 Interchange
AFTER

Regional Measure 1 Program

Other Completed Regional Measure 1 (RM1) Projects

Summary Description: Other completed Regional Measure 1 projects are the following: (a) Widen the San Mateo-Hayward Bridge along its low-trestle section and its eastern approach; (b) Widen the Bayfront Expressway (SR 84) from the Dumbarton Bridge to the U.S. 101/Marsh Road interchange; (c) Construct an eastern approach (Richmond Parkway) between the Richmond-San Rafael Bridge and Interstate 80 near Pinole; (d) Modify the U.S. 101/University Avenue interchange; (e) Richmond-San Rafael Bridge Trestle, Fender and Deck Joint Rehabilitation Project; and (f) Richmond-San Rafael Bridge Deck Overlay Project.

Other Completed RM1 Projects Cost Summary ($ Millions)

Contract	BATA Budget (07/2005)	Approved Changes	Current Approved Budget (01/2008)	Cost To Date (11/2007)	Cost Forecast (01/2008)	Variance
a	b	c	d = b + c	e	f	g = f - d
San Mateo-Hayward Bridge Widening Project	217.8	-	217.8	208.7	211.9	(5.9)
Bayfront Expressway Widening Project	36.1	-	36.1	33.3	36.0	(0.1)
Richmond Parkway Project	5.9	-	5.9	4.3	5.9	-
U.S. 101/University Interchange	3.8	-	3.8	3.7	3.8	-
RSR Trestle, Fender, and Joint Rehabilitation	102.1	-	102.1	96.3	97.1	(5.0)
RSR Deck Overlay	25.0	-	25.0	19.6	25.0	-
TOTAL	390.7	-	390.7	365.9	379.7	(11.0)

Schedule Summary

Project	Actual Project Completion Date
Richmond Parkway Project	May 2001
San Mateo-Hayward Bridge Widening Project	February 2003
Bayfront Expressway Widening Project	January 2004
U.S. 101/University Interchange	April 2004
Richmond-San Rafael Bridge Trestle, Fender and Deck Joint	August 2005
RSR Deck Overlay	December 2006

Project Status: Construction has been completed on the above listed contracts.

Project Issues: None.

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APPENDICES

** Forecasts for the Monthly Reports are generally updated on a quarterly basis in conjunction with Risk Analysis assessments for the TBSRP Projects and the TBSRP Quarterly Reports.*

Appendix A: Toll Bridge Seismic Retrofit Program ($ Millions)

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project Cost Detail

Contract	EA Number	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (11/2007)	Cost To Date (11/2007)	Cost Forecast (11/2007)	At-Completion Variance
a	b	c	d	e = c + d	f	g	h = g - e
San Francisco-Oakland Bay Bridge East Span Replacement Project							
East Span - Skyway	**01202X**						
Capital Outlay Support		197.0	-	197.0	173.8	197.0	-
Capital Outlay Construction		1,293.0	-	1,293.0	1,199.9	1,293.0	-
Total		1,490.0	-	1,490.0	1,373.7	1,490.0	-
East Span - SAS E2/T1 Foundations	**0120EX**						-
Capital Outlay Support		52.5	(11.0)	41.5	25.7	41.5	-
Capital Outlay Construction		313.5	-	313.5	259.2	313.5	-
Total		366.0	(11.0)	355.0	284.9	355.0	-
East Span - SAS Superstructure	**0120FX**						
Capital Outlay Support		214.6	-	214.6	58.2	214.6	-
Capital Outlay Construction		1,753.7	-	1,753.7	336.0	1,767.4	13.7
Total		1,968.3	-	1,968.3	394.2	1,982.0	13.7
SAS W2 Foundations	**0120CX**						
Capital Outlay Support		10.0	-	10.0	9.2	10.0	-
Capital Outlay Construction		26.4	-	26.4	25.8	26.4	-
Total		36.4	-	36.4	35.0	36.4	-
YBI South/South Detour	**0120RX**						
Capital Outlay Support		29.5	10.0	39.5	32.4	39.5	-
Capital Outlay Construction		131.9	202.5	334.4	129.5	334.4	-
Total		161.4	212.5	373.9	161.9	373.9	-
YBI Transition Structures (see notes below)	**0120PX**						
Capital Outlay Support		78.7	-	78.7	17.2	78.7	-
Capital Outlay Construction		299.3	(23.2)	276.1	-	276.1	-
Total		378.0	(23.2)	354.8	17.2	354.8	-
*** YBI- Transition Structures Contract No. 1**							
Capital Outlay Support					0.6	45.0	
Capital Outlay Construction					-	214.3	
Total					0.6	259.3	
*** YBI- Transition Structures Contract No. 2**							
Capital Outlay Support					0.2	16.0	
Capital Outlay Construction					-	58.5	
Total					0.2	74.5	
*** YBI- Transition Structures Contract No. 3 Landscape**							
Capital Outlay Support					-	1.0	
Capital Outlay Construction					-	3.3	
Total					-	4.3	
Oakland Touchdown (see notes below)	**01204X**						
Capital Outlay Support		74.4	-	74.4	28.6	92.1	17.7
Capital Outlay Construction		283.8	-	283.8	31.7	302.5	18.7
Total		358.2	-	358.2	60.3	394.6	36.4
*** OTD Submarine Cable**	**0120K4**						
Capital Outlay Support					0.9	3.0	
Capital Outlay Construction					7.8	9.6	
Total					8.7	12.6	
*** OTD No. 1 (Westbound)**	**0120L4**						
Capital Outlay Support					7.4	49.9	
Capital Outlay Construction					23.9	226.5	
Total					31.3	276.4	
*** OTD No. 2 (Eastbound)**	**0120M4**						
Capital Outlay Support					0.3	15.8	
Capital Outlay Construction					-	62.0	
Total					0.3	77.8	
*** OTD Electrical Systems**	**0120N4**						
Capital Outlay Support					0.1	1.4	
Capital Outlay Construction					-	4.4	
Total					0.1	5.8	

Notes: YBI Transition Structures and Oakland Touchdown Cost-to-Date and Cost Forecast includes prior-to-split Capital Outlay Support Costs.

Note: Details may not sum to totals due to rounding effects.

Appendix A: Toll Bridge Seismic Retrofit Program ($ Millions)

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project Cost Detail (Cont'd.)

Contract	EA Number	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (11/2007)	Cost To Date (11/2007)	Cost Forecast (11/2007)	At-Completion Variance
a	b	c	d	e = c + d	f	g	h = g - e
Existing Bridge Demolition	**01209X**						
Capital Outlay Support		79.7	-	79.7	0.3	79.7	-
Capital Outlay Construction		239.2	-	239.2	-	222.0	(17.2)
Total		318.9	-	318.9	0.3	301.7	(17.2)
YBI/SAS Archeology	**01207X**						
Capital Outlay Support		1.1	-	1.1	1.1	1.1	-
Capital Outlay Construction		1.1	-	1.1	1.1	1.1	-
Total		2.2	-	2.2	2.2	2.2	-
YBI - USCG Road Relocation	**0120QX**						
Capital Outlay Support		3.0	-	3.0	2.7	3.0	-
Capital Outlay Construction		3.0	-	3.0	2.8	3.0	-
Total		6.0	-	6.0	5.5	6.0	-
YBI - Substation and Viaduct	**0120GX**						
Capital Outlay Support		6.5	-	6.5	6.4	6.5	-
Capital Outlay Construction		11.6	-	11.6	11.3	11.6	-
Total		18.1	-	18.1	17.7	18.1	-
Oakland Geofill	**01205X**						-
Capital Outlay Support		2.5	-	2.5	2.5	2.5	-
Capital Outlay Construction		8.2	-	8.2	8.2	8.2	-
Total		10.7	-	10.7	10.7	10.7	-
Pile Installation Demonstration Project	**01208X**						
Capital Outlay Support		1.8	-	1.8	1.8	1.8	-
Capital Outlay Construction		9.2	-	9.2	9.2	9.2	-
Total		11.0	-	11.0	11.0	11.0	-
Stormwater Treatment Measures	**0120JX**						
Capital Outlay Support		6.0	2.0	8.0	7.8	8.0	-
Capital Outlay Construction		15.0	3.3	18.3	15.3	18.3	-
Total		21.0	5.3	26.3	23.1	26.3	-
Right-of-Way and Environmental Mitigation	**0120X9**						
Capital Outlay Support		-	-	-	-	-	-
Capital Outlay & Right-of-Way		72.4	-	72.4	38.8	72.4	-
Total		72.4	-	72.4	38.8	72.4	-
	04343X & 04300X						
Sunk Cost - Existing East Span Retrofit							
Capital Outlay Support		39.5	-	39.5	39.5	39.5	-
Capital Outlay Construction		30.8	-	30.8	30.8	30.8	-
Total		70.3	-	70.3	70.3	70.3	-
Other Capital Outlay Support							
Environmental Phase		97.7	-	97.7	97.7	97.7	-
Pre-Split Project Expenditures		44.9	-	44.9	44.9	44.9	-
Non-project Specific Costs		20.0	(1.0)	19.0	3.2	19.0	-
Total		162.6	(1.0)	161.6	145.8	161.6	-
Subtotal Capital Outlay Support		959.4	-	959.4	553.0	977.1	17.7
Subtotal Capital Outlay Construction		4,492.1	182.5	4,674.6	2,099.6	4,689.9	15.2
Other Budgeted Capital		35.1	(3.3)	31.8	0.6	7.7	(24.1)
Total SFOBB East Span Replacement Project		**5,486.6**	**179.2**	**5,665.8**	**2,653.2**	**5,674.7**	**8.9**

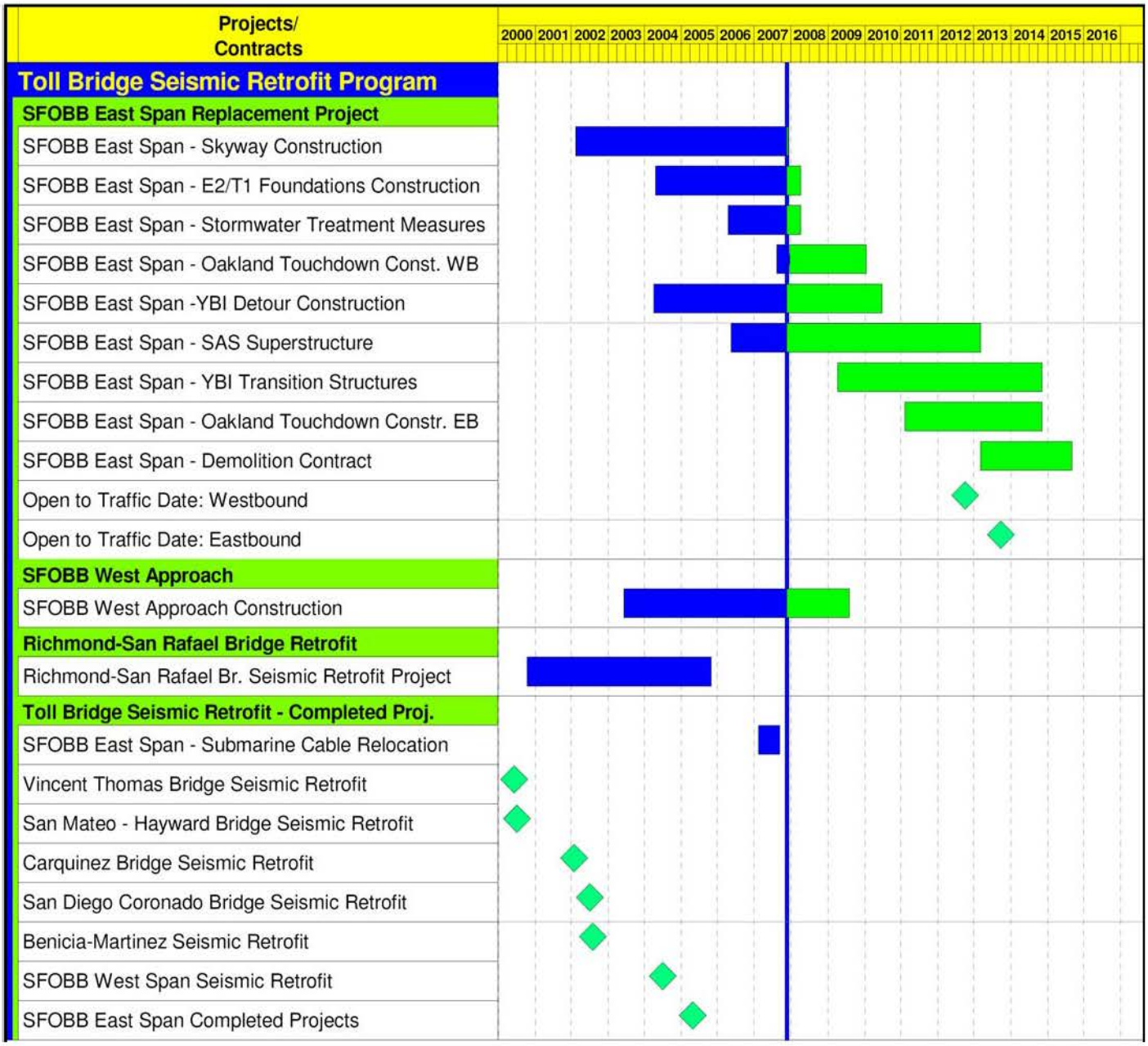
Note: Details may not sum to totals due to rounding effects.

Appendix B: Toll Bridge Seismic Retrofit Program Cost Detail ($ Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (11/2007)	Cost To Date (11/2007)	Cost Forecast (11/2007)	At-Completion Variance
a	c	d	e = c + d	f	g	h = g - e
SFOBB East Span Replacement Project						
Capital Outlay Support	959.4	-	959.4	553.0	977.1	17.7
Capital Outlay Construction	4,492.1	182.5	4,674.6	2,099.6	4,689.9	15.3
Other Budgeted Capital	35.1	(3.3)	31.8	0.6	7.7	(24.1)
Total	5,486.6	179.2	5,665.8	2,653.2	5,674.7	8.9
SFOBB West Approach Replacement						
Capital Outlay Support	120.0	-	120.0	100.1	120.0	-
Capital Outlay Construction	309.0	-	309.0	263.4	309.0	-
Total	429.0	-	429.0	363.5	429.0	-
SFOBB West Span Retrofit						-
Capital Outlay Support	75.0	-	75.0	74.8	75.0	-
Capital Outlay Construction	232.9	-	232.9	226.3	232.9	-
Total	307.9	-	307.9	301.1	307.9	-
Richmond-San Rafael Bridge Retrofit						
Capital Outlay Support	134.0	(7.0)	127.0	126.7	127.0	-
Capital Outlay Construction	780.0	(82.0)	698.0	666.6	698.0	-
Total	914.0	(89.0)	825.0	793.3	825.0	-
Benicia-Martinez Bridge Retrofit						-
Capital Outlay Support	38.1	-	38.1	38.1	38.1	-
Capital Outlay Construction	139.7	-	139.7	139.7	139.7	-
Total	177.8	-	177.8	177.8	177.8	-
Carquinez Bridge Retrofit						
Capital Outlay Support	28.7	-	28.7	28.8	28.7	-
Capital Outlay Construction	85.5	-	85.5	85.4	85.5	-
Total	114.2	-	114.2	114.2	114.2	-
San Mateo-Hayward Bridge Retrofit						-
Capital Outlay Support	28.1	-	28.1	28.1	28.1	-
Capital Outlay Construction	135.4	-	135.4	135.3	135.4	-
Total	163.5	-	163.5	163.4	163.5	-
Vincent Thomas Bridge Retrofit (Los Angeles)						
Capital Outlay Support	16.4	-	16.4	16.4	16.4	-
Capital Outlay Construction	42.1	-	42.1	42.0	42.1	-
Total	58.5	-	58.5	58.4	58.5	-
San Diego-Coronado Bridge Retrofit						
Capital Outlay Support	33.5	-	33.5	33.2	33.5	-
Capital Outlay Construction	70.0	-	70.0	69.4	70.0	-
Total	103.5	-	103.5	102.6	103.5	-
Subtotal Capital Outlay Support	1,433.2	(7.0)	1,426.2	999.2	1,443.9	17.7
Subtotal Capital Outlay	6,286.7	100.5	6,387.2	3,727.7	6,402.5	15.3
Subtotal Other Budgeted Capital	35.1	(3.3)	31.8	0.6	7.7	(24.1)
Miscellaneous Program Costs	30.0	-	30.0	24.7	30.0	-
Subtotal Toll Bridge Seismic Retrofit Program	7,785.0	90.2	7,875.2	4,752.2	7,884.1	8.9
Program Contingency	900.0	(90.2)	809.8	-	800.9	(8.9)
Total Toll Bridge Seismic Retrofit Program	**8,685.0**	**-**	**8,685.0**	**4,752.2**	**8,685.0**	**-**

Note: Details may not sum to totals due to rounding effects.

Appendix C: Toll Bridge Seismic Retrofit Program Summary Schedule



Appendix D: Regional Measure 1 Program Cost Detail ($ Millions)

Project	EA Number	BATA Budget (07/2005)	Approved Changes	Current Approved Budget (11/2007)	Cost To Date (11/2007)	Cost Forecast (11/2007)	At-Completion Variance
a	b	c	d	e = c + d	f	g	h = g - e
New Benicia-Martinez Bridge Project							
New Bridge	**00603_**						
Capital Outlay Support		84.9	6.7	91.6	90.5	91.6	-
Capital Outlay Construction				-			-
BATA Funding		661.9	94.6	756.5	751.0	756.5	-
Non-BATA Funding		10.1	-	10.1	10.1	10.1	-
Subtotal		672.0	94.6	766.6	761.1	766.6	-
Total		756.9	101.3	858.2	851.6	858.2	-
I-680/I-780 Interchange Reconstruction	**00606_**						
Capital Outlay Support							
BATA Funding		24.9	5.2	30.1	29.3	30.1	-
Non-BATA Funding		1.4	5.2	6.6	6.3	6.6	-
Subtotal		26.3	10.4	36.7	35.6	36.7	-
Capital Outlay Construction							
BATA Funding		54.7	26.9	81.6	75.4	81.6	-
Non-BATA Funding		21.6	-	21.6	21.7	21.6	-
Subtotal		76.3	26.9	103.2	97.1	103.2	-
Total		102.6	37.3	139.9	132.7	139.9	-
I-680/Marina Vista Interchange Reconstruction	**00605_**						
Capital Outlay Support		18.3	1.8	20.1	19.8	20.1	-
Capital Outlay Construction		51.5	4.9	56.4	56.1	56.4	-
Total		69.8	6.7	76.5	75.9	76.5	-
New Toll Plaza and Administration Building	**00604_**						
Capital Outlay Support		11.9	3.8	15.7	15.5	15.7	-
Capital Outlay Construction		24.3	2.0	26.3	23.0	26.3	-
Total		36.2	5.8	42.0	38.5	42.0	-
Existing Bridge & Interchange Modifications	**0060A_**						
Capital Outlay Support		4.3	14.3	18.6	9.1	18.6	-
Capital Outlay Construction							
BATA Funding		17.2	32.8	50.0	-	50.0	-
Non-BATA Funding		-	9.5	9.5	-	9.5	-
Subtotal		17.2	42.3	59.5	-	59.5	-
Total		21.5	56.6	78.1	9.1	78.1	-
Other Contracts	**See note below**						
Capital Outlay Support		11.4	(1.8)	9.6	6.4	9.6	-
Capital Outlay Construction		20.3	2.8	23.1	15.3	23.1	-
Capital Outlay Right-of-Way		20.4	(0.1)	20.3	12.4	20.3	-
Total		52.1	0.9	53.0	34.1	53.0	-
Subtotal BATA Capital Outlay Support		155.7	30.0	185.7	170.6	185.7	-
Subtotal BATA Capital Outlay Construction		829.9	164.0	993.9	920.8	993.9	-
Subtotal Capital Outlay Right-of-Way		20.4	(0.1)	20.3	12.4	20.3	-
Subtotal Non-BATA Capital Outlay Support		1.4	5.2	6.6	6.3	6.6	-
Subtotal Non-BATA Capital Outlay Construction		31.7	9.5	41.2	31.8	41.2	-
Project Reserves		20.8	4.0	24.8	-	24.8	-
Total New Benicia-Martinez Bridge Project		**1,059.9**	**212.6**	**1,272.5**	**1,141.9**	**1,272.5**	**-**

Notes: **Includes EA's 00601_,00603_,00605_,00606_, 00608_, 00609_, 0060A_, 0060C_, 0060E_, 0060F_, 0060G_, and 0060H_ and all Project Right-of-Way**

Note: Details may not sum to totals due to rounding effects.

Appendix D: Regional Measure 1 Program Cost Detail ($ Millions) (Cont'd.)

Project	EA Number	BATA Budget (07/2005)	Approved Changes	Current Approved Budget (11/2007)	Cost To Date (11/2007)	Cost Forecast (11/2007)	At-Completion Variance
a	b	c	d	e = c + d	f	g	h = g - e
Carquinez Bridge Replacement Project							
New Bridge	**01301_**						
Capital Outlay Support		60.5	(0.3)	60.2	60.2	60.2	-
Capital Outlay Construction		253.3	4.0	257.3	255.9	257.3	-
Total		313.8	3.7	317.5	316.1	317.5	-
Crockett Interchange Reconstruction	**01305_**						
Capital Outlay Support		32.0	(0.1)	31.9	31.9	31.9	-
Capital Outlay Construction		73.9	-	73.9	71.9	73.9	-
Total		105.9	(0.1)	105.8	103.8	105.8	-
Existing 1927 Bridge Demolition	**01309_**						
Capital Outlay Support		16.1	-	16.1	14.2	14.5	(1.6)
Capital Outlay Construction		35.2	-	35.2	32.0	35.2	-
Total		51.3	-	51.3	46.2	49.7	(1.6)
Other Contracts	**See note below**						
Capital Outlay Support		15.8	0.2	16.0	15.7	16.0	-
Capital Outlay Construction		18.8	(0.8)	18.0	15.7	18.1	0.1
Capital Outlay Right-of-Way		10.5	-	10.5	9.9	10.5	-
Total		45.1	(0.6)	44.5	41.3	44.6	0.1
Subtotal BATA Capital Outlay Support		124.4	(0.2)	124.2	122.0	122.6	(1.6)
Subtotal BATA Capital Outlay Construction		381.2	3.2	384.4	375.5	384.5	0.1
Subtotal Capital Outlay Right-of-Way		10.5	-	10.5	9.9	10.5	-
Project Reserves		12.1	(3.0)	9.1	-	0.6	(8.5)
Total Carquinez Bridge Replacement Project		**528.2**	**-**	**528.2**	**507.4**	**518.2**	**(10.0)**

Notes: **Other Contracts includes EA's 01301_,01302_, 01303_, 01304_,01305_, 01306_, 01307_, 01308_, 01309_,0130A_, 0130C_, 0130D_ , 0130F_, 0130G_, 0130H_, 0130J_, 00453_, 00493_, 04700_, 00607_, 2A270_, and 29920_ and all Project Right-of-Way**

Note: Details may not sum to totals due to rounding effects.

Appendix D: Regional Measure 1 Program Cost Detail ($ Millions) (Cont'd.)

Project	EA Number	BATA Budget (07/2005)	Approved Changes	Current Approved Budget (11/2007)	Cost To Date (11/2007)	Cost Forecast (11/2007)	At-Completion Variance
a	b	c	d	e = c + d	f	g	h = g - e
Richmond-San Rafael Bridge Trestle, Fender, and Deck Joint Rehabilitation	**See note [1] below**						
Capital Outlay Support							
BATA Funding		2.2	-	2.2	1.4	2.2	-
Non-BATA Funding		8.6	-	8.6	10.4	10.4	1.8
Subtotal		10.8	-	10.8	11.8	12.6	1.8
Capital Outlay Construction							
BATA Funding		40.2	-	40.2	33.4	33.4	(6.8)
Non-BATA Funding		51.1	-	51.1	51.1	51.1	-
Subtotal		91.3	-	91.3	84.5	84.5	(6.8)
Project Reserves		-	-	-	-	-	-
Total		102.1	-	102.1	96.3	97.1	(5.0)
Richmond-San Rafael Bridge Deck Overlay Rehabilitation	**04152_**						
Capital Outlay Support							
BATA Funding		4.0	(0.4)	3.6	3.3	3.6	-
Non-BATA Funding		4.0	(4.0)	-	-	-	-
Subtotal		8.0	(4.4)	3.6	3.3	3.6	-
Capital Outlay Construction		16.9	3.6	20.5	16.4	16.2	(4.3)
Project Reserves		0.1	0.8	0.9	-	5.2	4.3
Total		25.0	-	25.0	19.7	25.0	-
Richmond Parkway Project (RM 1 Share Only)	**Non-Caltrans**						
Capital Outlay Support		-	-	-	-	-	-
Capital Outlay Construction		5.9	-	5.9	4.3	5.9	-
Total		5.9	-	5.9	4.3	5.9	-
San Mateo-Hayward Bridge Widening	**See note [2] below**						
Capital Outlay Support		34.6	(0.3)	34.3	34.1	34.3	-
Capital Outlay Construction		180.2	-	180.2	174.1	176.2	(4.0)
Capital Outlay Right-of-Way		1.5	-	1.5	0.5	0.6	(0.9)
Project Reserves		1.5	0.3	1.8	-	0.8	(1.0)
Total		217.8	-	217.8	208.7	211.9	(5.9)
I-880/SR-92 Interchange Reconstruction	**EA's 23317_, 01601_, and 01602_**						
Capital Outlay Support		28.8	26.2	55.0	34.2	55.0	-
Capital Outlay Construction							
BATA Funding		85.2	60.2	145.4	-	145.4	-
Non-BATA Funding		9.6	-	9.6	-	9.6	-
Subtotal		94.8	60.2	155.0	-	155.0	-
Capital Outlay Right-of-Way		9.9	5.1	15.0	8.8	15.0	-
Project Reserves		0.3	19.7	20.0	-	20.0	-
Total		133.8	111.2	245.0	43.0	245.0	-
Bayfront Expressway Widening	**EA's 00487_, 01511_, and 01512_**						
Capital Outlay Support		8.6	(0.3)	8.3	8.2	8.2	(0.1)
Capital Outlay Construction		26.5	-	26.5	24.9	26.5	-
Capital Outlay Right-of-Way		0.2	-	0.2	0.2	0.2	-
Project Reserves		0.8	0.3	1.1	-	1.1	-
Total		36.1	-	36.1	33.3	36.0	(0.1)
US 101/University Avenue Interchange Modification	**Non-Caltrans**						
Capital Outlay Support		-	-	-	-	-	-
Capital Outlay Construction		3.8	-	3.8	3.7	3.8	-
Total		3.8	-	3.8	3.7	3.8	-
Subtotal BATA Capital Outlay Support		358.3	55.0	413.3	373.8	411.6	(1.7)
Subtotal BATA Capital Outlay Construction		1,569.8	231.0	1,800.8	1,553.1	1,785.8	(15.0)
Subtotal Capital Outlay Right-of-Way		42.5	5.0	47.5	31.8	46.6	(0.9)
Subtotal Non-BATA Capital Outlay Support		14.0	1.2	15.2	16.7	17.0	1.8
Subtotal Non-BATA Capital Outlay Construction		92.4	9.5	101.9	82.9	101.9	-
Project Reserves		35.6	22.1	57.7	-	52.5	(5.2)
Total RM1 Program		**2,112.6**	**323.8**	**2,436.4**	**2,058.3**	**2,415.4**	**(21.0)**

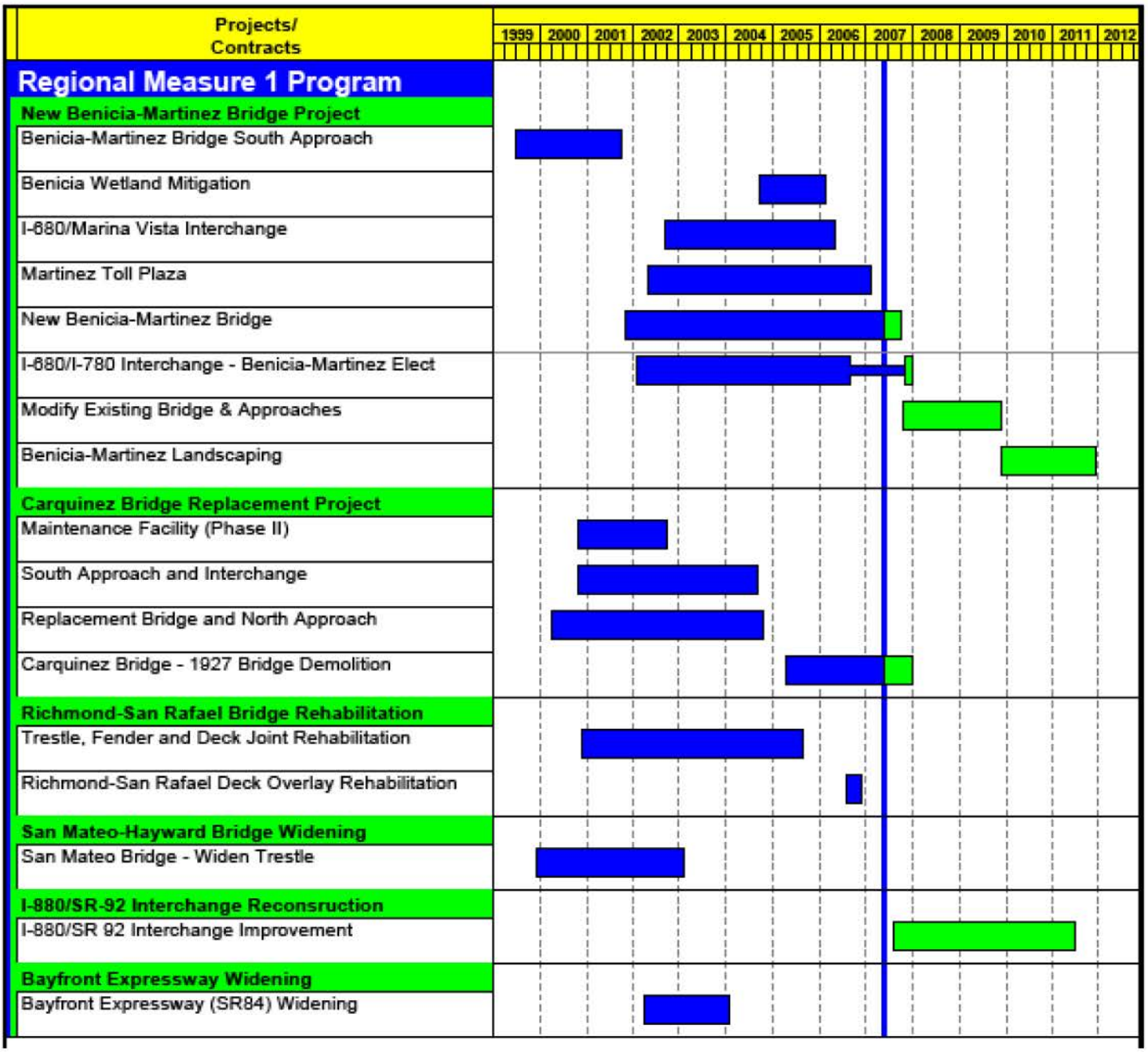
Notes:

[1] Richmond-San Rafael Bridge Trestle, Fender, and Deck Joint Rehabilitation Includes Non-TBSRA Expenses for EA 0438U_ and 04157_

[2] San Mateo-Hayward Bridge Widening Includes EA's 00305_, 04501_, 04502_, 04503_, 04504_, 04505_, 04506_, 04507_, 04508_, 04509_, 27740_, 27790_, 04860_

Note: Details may not sum to totals due to rounding effects.

Appendix E: Regional Measure 1 Program Summary Schedule



Start Date	01JAN95
Finish Date	30NOV11
Data Date	31OCT07
Run Date	03DEC07 11:36

Early Bar
Progress Bar

Appendix F: Glossary of Terms

AB144/SB 66 BUDGET: The planned allocation of resources for the Toll Bridge Seismic Retrofit Program, or subordinate projects or contracts, as provided in Assembly Bill 144 and Senate Bill 66, signed into law by Governor Schwarzenegger on July 18, 2005 and September 29, 2005, respectively.

BATA BUDGET: The planned allocation of resources for the Regional Measure 1 Program, or subordinate projects or contracts as authorized by the Bay Area Toll Authority as of June 2005.

APPROVED CHANGES: For cost, changes to the AB144/SB 66 Budget or BATA Budget as approved by the Bay Area Toll Authority Commission. For schedule, changes to the AB 144/SB 66 Project Complete Baseline approved by the Toll Bridge Program Oversight Committee, or changes to the BATA Project Complete Baseline approved by the Bay Area Toll Authority Commission.

CURRENT APPROVED BUDGET: The sum of the AB144/SB66 Budget or BATA Budget and Approved Changes.

COST TO DATE: The actual expenditures incurred by the program, project or contract as of the month and year shown.

COST FORECAST: The current forecast of all of the costs that are projected to be expended so as to complete the given scope of the program, project, or contract.

AT COMPLETION VARIANCE or VARIANCE (cost): The mathematical difference between the Cost Forecast and the Current Approved Budget.

AB 144/SB 66 PROJECT COMPLETE BASELINE: The planned completion date for the Toll Bridge Seismic Retrofit Program or subordinate projects or contracts.

BATA PROJECT COMPLETE BASELINE: The planned completion date for the Regional Measure 1 Program or subordinate projects or contracts.

PROJECT COMPLETE CURRENT APPROVED SCHEDULE: The sum of the AB144/SB66 Project Complete Baseline or BATA Project Complete Baseline and Approved Changes.

PROJECT COMPLETE SCHEDULE FORECAST: The current projected date for the completion of the program, project, or contract.

SCHEDULE VARIANCE or VARIANCE (schedule): The mathematical difference expressed in months between the Project Complete Schedule Forecast and the Project Complete Current Approved Schedule.

The following information is provided in accordance with California Government code Section 7550:

This document is one of a series of reports prepared for the Bay Area Toll Authority (BATA)/Metropolitan Transportation Commission (MTC) for the Toll Bridge Seismic Retrofit and Regional Measure 1 Programs. The contract value for the monitoring efforts, technical analysis, and field site works that contribute to these reports, as well as the report preparation and production, is $1,574,873.

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TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE
CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** January 24, 2008

FR: Andrew Fremier, Deputy Executive Director, BATA

RE: Agenda No. - 3b
Item- Progress Reports
Draft Fourth Quarter Report, December 31, 2007

Recommendation:
For Information / APPROVAL

Cost:
N/A

Schedule Impacts:
N/A

Discussion:
Attached, for information, is the Projected 4th Quarter 2007 Report Production Schedule, which reflects the status of completed report tasks and the schedule for remaining actions.

Also included in this package is the Draft Fourth Quarter Report, December 31, 2007. The TBPOC is requested to grant the PMT authority to approve this report in its behalf after appropriate reviews and final comments on the proposed final draft are received.

Attachments:
Projected 4th Quarter 2007 Report Production Schedule
Draft Fourth Quarter Report, December 31, 2007

TOLL BRIDGE PROGRAM
OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

Projected 4th Quarter 2007 Report Production Schedule

4th Quarter 2007 Report: Legislated Deadline - February 14, 2007	
BAMC Begin Quarterly Report Development; Issue First Call for Input	Monday, December 17, 2007
BAMC Prepare Quarterly Report 1st Draft for PMT, BATA, Caltrans	***Monday, January 07, 2008***
PMT / BATA / Caltrans Review & Comment on 1st Draft	***Thursday, January 10, 2008***
BAMC Incorporate Comments: Produce 2nd Draft for TBPOC Review	Friday, January 11, 2008
TBPOC Review & Comment on 2nd Draft	Monday, January 14, 2008
Expenditure Update (Anticipated Date)	Monday, January 21, 2008
BAMC Incorporate Comments; Produce Proposed Final Draft for TBPOC and Agency	Tuesday, January 22, 2008
BAMC Issue Proposed Final Draft to TBPOC & Agency	Thursday, January 24, 2008
TBPOC and Agency Review / Comment on Proposed Final Draft	***Friday, February 01, 2008***
BAMC Incorporate Comments: Produce Advanced Final Draft + Table of Conflicting Comments	Wednesday, February 06, 2008
TBPOC Teleconference to make Final Comments and Resolve Conflicting Comments	Friday, February 08, 2008
BAMC Incorporate All Final Comments from TBPOC; Emails Final Version for Information	Wednesday, February 13, 2008
Produce & Issue Quarterly Report to Legislature & CTC	Thursday, February 14, 2008

Toll Bridge Seismic Retrofit Program Report

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

DRAFT

VERSION 4.0

Fourth Quarter Report

December 31, 2007

Table of Contents

Executive Summary

The Toll Bridge Program Oversight Committee (TBPOC) submits the 2007 Fourth Quarter Report ending December 31, 2007 for the Toll Bridge Seismic Retrofit Program (TBSRP) in accordance with Assembly Bill (AB) 144 and Senate Bill (SB) 66. This report provides the following:

1. Information on the progress of each project in the program.
2. Baseline budget for Capital Outlay (CO) and Capital Outlay Support (COS).
3. Current projected costs for CO and COS.
4. Expenditures to date.
5. Comparison of the baseline schedule to the September 2007 projected schedule.
6. Summary of the milestones achieved during the quarter.
7. Major risk assessment for the remaining projects.
8. Summary of expenses incurred by the TBPOC in performing its duties.

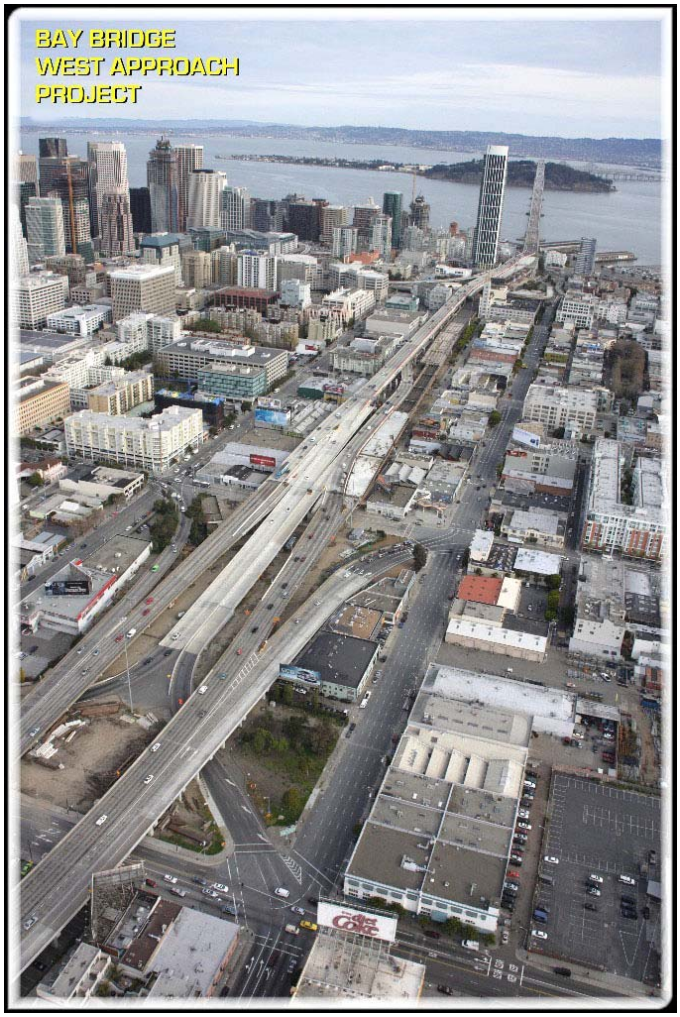
Major Milestones during the Fourth Quarter 2007

Significant progress on the completion of the seismic retrofit projects continued during this past quarter. Only one of the seven toll bridges in the TBSRP remains to be retrofitted. Appendix D includes a gallery of photos of construction activities on the bridge projects. The major milestones achieved during the quarter include:

- The San Francisco-Oakland Bay Bridge (SFOBB) West Approach Project is 88 percent complete as of December 20, 2007 and is forecasted for an early completion in January 2009. Major ongoing work during the quarter includes the rebuilding of the eastbound I-80 structure with the falsework installation, soffit and deck pours in progress, and will continue through the winter of 2008. An extensive public outreach effort continues and will be necessary until the spring of 2008 for the construction of the EB 80 structure adjacent to the Stillman Street area. Removal of Frame 7U falsework will be on going through January 2008. The permanent Sterling On-ramp will be open to traffic by early spring of 2008 and traffic switch onto the permanent EB structure is scheduled for April 2008. (See project diagram on page 13).

- The SFOBB East Span Seismic Replacement Project Skyway contract is substantially complete as of December 2007.

- The SFOBB East Span Seismic Replacement Project Self-Anchored Suspension (SAS) Marine Foundation East Pier and Tower Pier (E2/T1) contract is on schedule to be completed by March 2008. Caltrans and its contractor have completed most of the eastbound E2 foundation and column.



First Shipment of Steel Arriving from Korea

At the Tower Pier (T1), the top slab concrete has been placed. The SFOBB East Span Seismic Replacement Project Self-Anchored Suspension (SAS) Marine Foundation East Pier and Tower Pier (E2/T1) contract is on schedule to be completed by March 2008. Caltrans and its contractor have completed most of the eastbound E2 foundation and column. At the Tower Pier (T1) top slab, concrete has been placed.

- For the SFOBB East Span Seismic Replacement Project SAS Superstructure contract, American Bridge/Flour (ABF),has completed the design of the crane barge to be used to lift the heavy tower and deck sections. Barge fabrication is on going in Oregon, while crane fabrication has started in China. Civil construction work has started at the W2 foundation with falsework for the pier table. The fabricators for the temporary towers and trusses have been selected by the contractor and fabrication is underway. Zhenhua Port Machinery Company (ZPMC) of Shanghai, China, who was contracted to supply and fabricate all the major steel structures in SAS including the tower, orthotropic box girders, and bike paths, is currently setting up their facilities for the fabrication of the SAS tower and deck sections. ZPMC has prepared initial test mockups of the bridge sections and has started production fabrication of the orthotropic box girders.

- On the Yerba Buena Island Detour (YBID) temporary structures contract, Caltrans is designing the East and West tie-ins from the existing bridge and tunnel to the detour structure. The construction of the tie-ins are being managed by Caltrans to be completed in conjunction with the SAS schedule to minimize impacts to the traveling public. YBI Detour Viaduct fabrication continues in Korea and the second shipment of the detour viaduct has been received at the Port of San Francisco.

- Construction has also begun on the advanced Yerba Buena Island Transition Structures (YBITS) foundation work. Work on the foundation of W4 L/R and W6 L/R is in progress. Caltrans and their contractor successfully rolled into place the pre-cast replacement upper roadway deck section near the YBI tunnel as part of the West Tie-in Phase I. These actions are significantly advancing the permanent SFOBB East Span structure construction on Yerba Buena Island to reduce overall risk to the SFOBB East Span Seismic Retrofit Project.

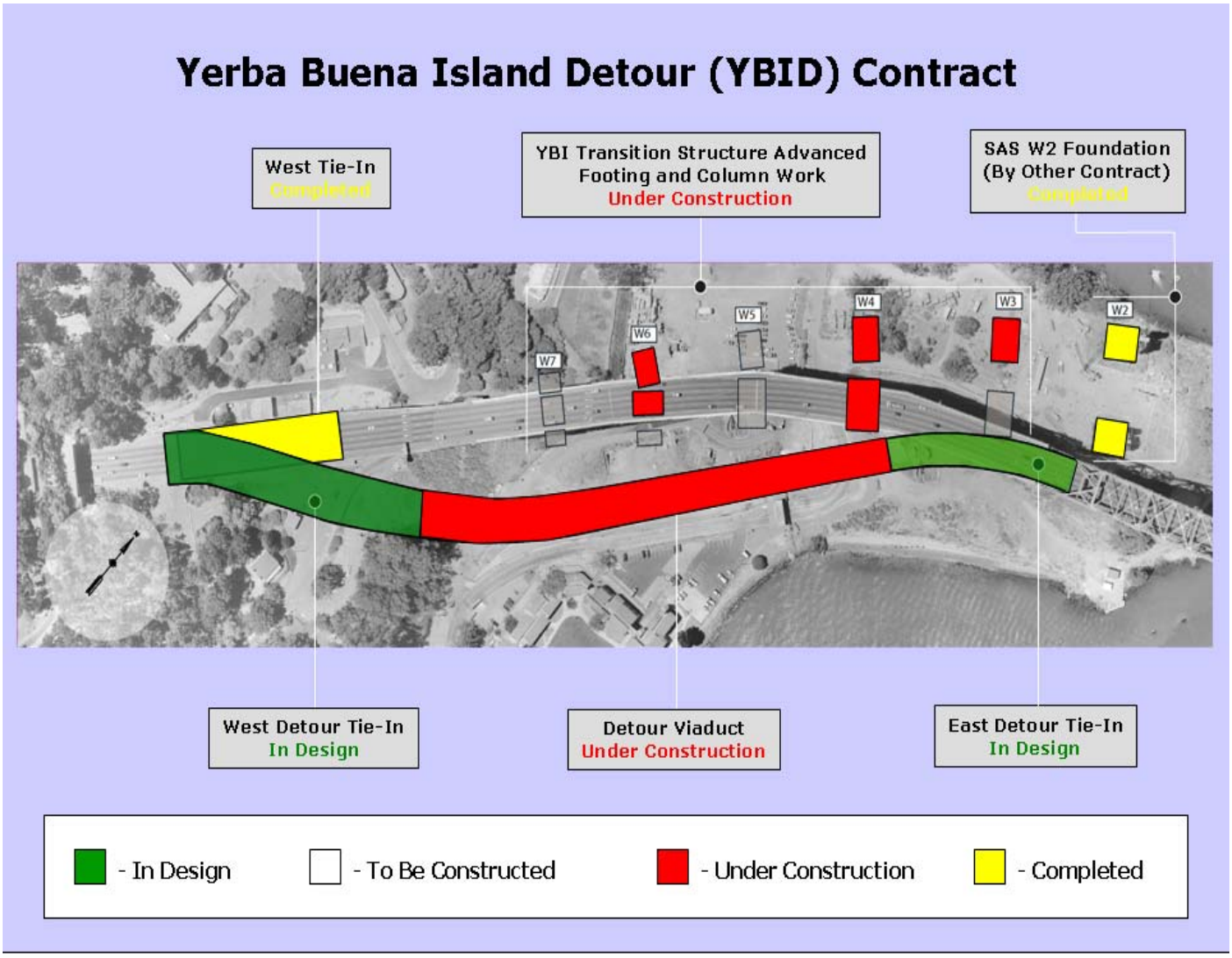
- The SFOBB East Span Seismic Replacement Project Oakland Touchdown (OTD) Submarine Cable contract has replaced the existing submerged electrical cable from Oakland to Treasure Island. All field work has been completed and the contractor has demobilized. Contract closeout is in progress.

Overview of Upper Roadway Deck Replacement

- The SFOBB East Span Seismic Replacement Project Oakland Touchdown (OTD) Submarine Cable contract has replaced the existing submerged electrical cable from Oakland to Treasure Island. All field work has been completed and the contractor has demobilized. The contract was accepted by Caltrans.

- In March 2007, the TBPOC approved a number of changes to the Yerba Buena Island Detour contract to better integrate the detour work into the current project schedule and to reduce overall project risks by advancing Yerba Buena Island Transition Structures (YBITS) foundation work into the YBI Detour contract. These changes increased the YBI Detour contract budget by $202.5 million and decreased the YBITS contract by $23.2 million. The net project increase will be funded from the existing program contingency and does not change the overall Toll Bridge Seismic Retrofit Program budget.

TO BE UPDATED



Program Overview

Seven of the nine state-owned toll bridges were identified for seismic retrofit in the TBSRP:

1. Benicia-Martinez Bridge
2. Carquinez Bridge
3. San Mateo-Hayward Bridge
4. Vincent Thomas Bridge
5. San Diego-Coronado Bridge
6. Richmond-San Rafael Bridge
7. SFOBB (west span, west approach replacement, and East Span replacement)

Seismic retrofit of these complex structures presents an extremely difficult engineering challenge and nowhere in the world has a bridge seismic safety program of this size been undertaken. Although the Dumbarton and the Antioch bridges were not included in the program, Caltrans is continuing to work on seismic vulnerability studies to assess the potential for necessary retrofit work on these structures. (See discussion on page 27).

As shown in *Table 1-TBSRP Project Status*, a significant portion of the TBSRP is complete. Only the SFOBB West Approach and new East Span Seismic Replacement projects remain to be seismically retrofitted.

The Fourth Quarter 2007 forecast for those projects indicates that they will be completed within the current TBPOC approved cost and schedule estimates. *Tables 2 and 3* on the following pages provide a summary of the cost, schedule, and status of all the TBSRP projects.

The Vincent Thomas Bridge

Table 1-TBSRP Project Status

Toll Bridge Seismic Retrofit Projects	Seismic Safety Status
San Francisco-Oakland Bay Bridge East Span Replacement	Construction
San Francisco-Oakland Bay Bridge West Approach Replacement	Construction
San Francisco-Oakland Bay Bridge West Span Seismic Retrofit	Complete
San Mateo-Hayward Bridge Seismic Retrofit	Complete
Richmond-San Rafael Bridge Seismic Retrofit	Complete
Carquinez Bridge Eastbound Seismic Retrofit	Complete
Benicia-Martinez Bridge Seismic Retrofit	Complete
San Diego-Coronado Bridge Seismic Retrofit	Complete
Vincent Thomas Bridge Seismic Retrofit	Complete

TO BE UPDATED

Table 2-Toll Bridge Seismic Retrofit Program—Cost Summary ($Millions)

Project	Work Status	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (09/2007)	Cost To Date (09/2007)	Cost Forecast*	At-Completion Variance	Cost Status
a	b	c	d	e = c + d	f	g	h = g - e	i
SFOBB East Span Replacement Project								
Capital Outlay Support		959.4	-	959.4	534.5	977.1	17.7	●
Capital Outlay Construction								
Skyway	Construction	1,293.0	-	1,293.0	1,187.3	1,293.0	-	●
SAS E2/T1 Foundations	Construction	313.5	-	313.5	248.1	313.5	-	●
SAS Superstructure	Construction	1,753.7	-	1,753.7	301.5	1,767.4	13.7	●
YBI Detour	Design/Const	131.9	202.5	334.4	106.3	334.4	-	●
YBI Transition Structures		299.3	(23.2)	276.1	-	276.1	-	●
* YBITS Contract No. 1	Design				-	214.3		
* YBITS Contract No. 2	Design				-	58.5		
* YBITS Contract No. 3 - Landscape	Design				-	3.3		
Oakland Touchdown (OTD)		283.8	-	283.8	18.7	302.5	18.7	
* OTD Submarine Cable	Complete				7.8	9.6		●
* OTD No. 1 (Westbound)	Construction				10.9	226.5		●
* OTD No. 2 (Eastbound)	Design				-	62.0		●
* OTD Electrical Systems	Design				-	4.4		●
Existing Bridge Demolition	Design	239.2	-	239.2	-	222.0	(17.2)	●
Stormwater Treatment Measures	Construction	15.0	3.3	18.3	14.5	18.3	-	●
East Span Completed Projects		90.3	-	90.3	89.2	90.3	-	
Right-of-Way and Environmental Mitigation		72.4	-	72.4	38.8	72.4	-	●
Other Budgeted Capital		35.1	(3.3)	31.8	0.6	7.7	(24.1)	
Total SFOBB East Span Replacement Project		5,486.6	179.2	5,665.8	2,539.5	5,674.7	8.9	
SFOBB West Approach Replacement	Construction							●
Capital Outlay Support		120.0	-	120.0	98.0	120.0	-	
Capital Outlay Construction		309.0	-	309.0	257.3	309.0	-	●
Total SFOBB West Approach Replacement		429.0	-	429.0	355.3	429.0	-	
Richmond-San Rafael Bridge Retrofit	Complete							●
Capital Outlay Support		134.0	(7.0)	127.0	126.6	127.0	-	
Capital Outlay Construction & Right-of-Way		780.0	(82.0)	698.0	666.6	698.0	-	
Total Richmond-San Rafael Bridge Retrofit		914.0	(89.0)	825.0	793.2	825.0	-	
Program Completed Projects	Complete							
Capital Outlay Support		219.8	-	219.8	219.4	219.8	-	
Capital Outlay Construction		705.6	-	705.6	698.1	705.6	-	
Total Program Completed Projects		925.4	-	925.4	917.5	925.4	-	
Miscellaneous Program Costs		30.0	-	30.0	24.7	30.0	-	
Program Contingency		900.0	(90.2)	809.8	-	800.9	(8.9)	
Total Toll Bridge Seismic Retrofit Program		8,685.0	-	8,685.0	4,630.2	8,685.0	-	

● *Within Approved Schedule and Budget*

● *Potential Cost and Schedule Impacts: Likely future need for Program Contingency Allocation*

● *Known Cost and Schedule Impacts: Request for Program Contingency Allocation forthcoming*

Note: Details may not sum to totals due to rounding effects.

TO BE UPDATED

Table 3-Toll Bridge Seismic Retrofit Program—Schedule Summary

Project	AB 144 / SB 66 Project Complete Baseline (07/2005)	Approved Changes (Months)	Project Complete Current Approved Schedule (09/2007)	Project Complete Schedule Forecast (09/2007)	Schedule Variance (Months)	Schedule Status	Remarks
a	b	c	d = b + c	e	f = e – d	g	h
SFOBB East Span Replacement Project							
Skyway	Apr 07	8	Dec 07	Dec 07	-	●	
SAS E2/T1 Foundations	Jun 08	(3)	Mar 08	Mar 08	-	●	
SAS Superstructure	Mar 12	12	Mar 13	Mar 13	-	●	See Note.
YBI Detour	Jul 07	36	Jun 10	Jun 10	-	●	
YBI Transition Structures	Nov 13	12	Nov 14	Nov 14	-	●	
Oakland Touchdown (OTD)	Nov 13	12	Nov 14	Nov 14	-	●	
• OTD Submarine Cable	n/a		Jan 08	Jan 08	-	●	
• OTD Westbound	n/a		Jan 10	Jan 10	-	●	
• OTD Eastbound	n/a		Nov 14	Nov 14	-	●	See Note.
Existing Bridge Demolition	Sep 14	12	Sep 15	Sep 15	-	●	See Note.
Stormwater Treatment Measures	Mar 08	-	Mar 08	Mar 08	-	●	
Open to Traffic Date: Westbound	Sep 11	12	Sep 12	Sep 12	-	●	See Note.
Open to Traffic Date: Eastbound	Sep 12	12	Sep 13	Sep 13	-	●	See Note.
SFOBB West Approach Replacement	Aug 09	-	Aug 09	Jan 2009	(7)	●	
Open to Traffic Date: Mainline		-		April 2008			
Richmond-San Rafael Bridge		-					
• Seismic Retrofit	Aug 05	-	Aug 05	Oct 05	2	●	Seismic retrofit completed July 29, 2005. Formal acceptance of contract October 28, 2005. $89 million has been transferred to Program Contingency.
• Public Access Project	n/a	-	May 07	Sept 07	4	●	

Note: Schedules for selected projects and the Open to Traffic dates were extended by 12 months from the AB 144/SB 66 baseline schedule due to Addenda #5 and #7 on the SAS Superstructure contract in response to bidder inquiries and to reduce costs.

Program Costs

Baseline and Projected Budget

The 2005 AB 144/SB 66 baseline budget is $7.785 billion for CO and COS plus $900 million in program contingency for a total baseline budget of $8.685 billion. The Fourth Quarter 2007 forecast for the program remains steady at the $8.685 billion budget. The Fourth Quarter 2007 forecast for the SFOBB East Span Project is $5.675 billion, which includes a revised construction cost estimate on the OTD #1 and YBI Detour contracts.

Additional cost estimate and expenditure detail for the TBSRP are included in Appendices A-1 and A-2. The details of the cost estimates and expenditures for the SFOBB East Span are shown in Appendix B.

East Span Deck Replacement

Table 4-Toll Bridge Seismic Retrofit Program Baseline (AB 144/SB 66) and Forecasts ($ Millions)

Contracts	AB 144 / SB 66 Baseline Budget	Approved Changes	Current Approved Budget	3rd Quarter 2007 Forecast	Difference from Current Approved Budget
Completed Projects					
Benicia-Martinez	177.8	-	177.8	177.8	-
Carquinez	114.2	-	114.2	114.2	-
San Mateo-Hayward	163.5	-	163.5	163.5	-
Vincent Thomas	58.5	-	58.5	58.5	-
San Diego-Coronado	103.5	-	103.5	103.5	-
SFOBB West Span	307.9	-	307.9	307.9	-
Ongoing Projects					
Richmond-San Rafael	914.0	(89.0)	825.0	825.0	-
SFOBB West Approach	429.0	-	429.0	429.0	-
SFOBB East Span	5,486.6	179.2	5,665.8	5,674.7	(8.9)
Miscellaneous Program Costs	30.0	-	30.0	30.0	-
Subtotal	7,785.0	90.2	7,875.2	7,884.1	(8.9)
Program Contingency	900.0	(90.2)	809.8	800.9	8.9
Total Program	8,685.0	-	8,685.0	8,685.0	-

Program Schedule

Baseline and Projected Schedule

Seismic retrofit on six of the seven toll bridges in the TBSRP is complete. These structures include the Benicia-Martinez, Carquinez, Richmond-San Rafael, San Mateo-Hayward, Vincent Thomas, and San Diego-Coronado bridges. Seismic retrofitting of the SFOBB west span was completed in June 2004. The SFOBB West Approach and East Span Seismic Replacement projects are currently under construction. The current December 2007 schedule calls for achieving seismic safety and opening to traffic the SFOBB new East Span in 2013.

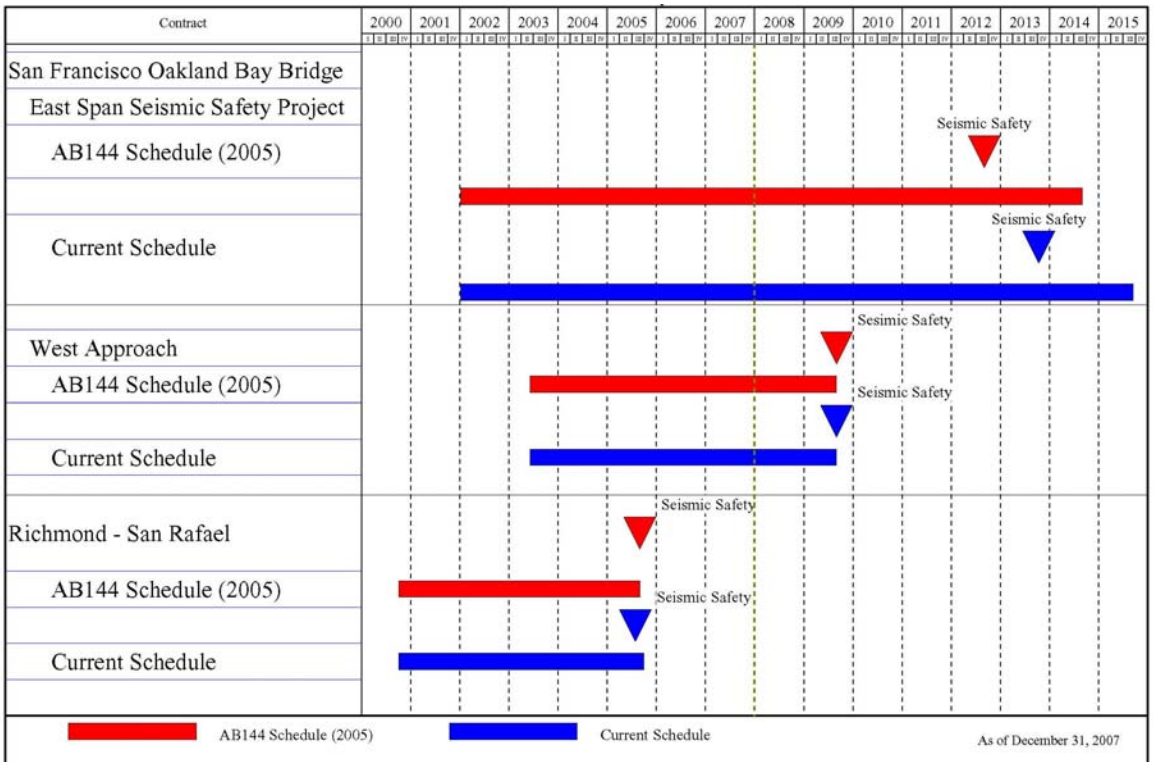
The 12 months of schedule extension was granted by addendum to the SFOBB East Span Seismic Replacement Project SAS contract based on bidder inquiries received during advertisement. While the 12 month schedule extension for the SAS has also extended the schedules for YBITS and OTD contracts accordingly, the TBPOC is scheduling the contracts to accommodate the possibility of early SAS completion-based incentives also included in the SAS addendum.

On the YBI Detour contract, the TPBOC has approved a forecast completion extension to 2010 to reduce overall program risks, including advancing work from future YBITS contracts into the YBI Detour contract and to coordinate work with SAS completion. The extension will not impact the open-to-traffic date for the new East Span and facilitate possibilities to accelerate opening of the new bridge.

It is estimated that all of the construction activities for the SFOBB East Span Seismic Replacement project will be completed by 2015, marked by the planned demolition of the existing SFOBB East Span. *Chart 1-Toll Bridge Seismic Retrofit Program Schedule*, shows the baseline, AB 144/SB 66 project schedule versus the projected completion schedules for the TBSRP projects under construction.

Chart 1-Toll Bridge Seismic Retrofit Program Schedule

Baseline AB 144/SB 66 vs. Projected Schedule



Program Funding and Financing

AB 144 established a funding level of $8.685 billion for the TBSRP. The bill specifies funding sources for the program, as shown in *Table 5-Program Budget*.

TO BE UPDATED

Table 5-Program Budget as of September 30, 2007 ($ Millions)

	Budgeted	Funding Available & Contributions
Financing		
Seismic Surcharge Revenue AB 1171	2,282.0	2,282.0
Seismic Surcharge Revenue AB 144	2,150.0	2,150.0
BATA Consolidation	820.0	820.0
Subtotal - Financing	**5,252.0**	**5,252.0**
Contributions		
Proposition 192	790.0	789.0
San Diego Coronado Toll Bridge Revenue Fund	33.0	33.0
Vincent Thomas Bridge	15.0	6.9
State Highway Account[1][2]	745.0	745.0
Public Transportation Account[1][3]	130.0	130.0
ITIP/SHOPP/Federal Contingency	448.0	-
Federal Highway Bridge Replacement and Rehabilitation (HBRR)	642.0	600.0
SHA - East Span Demolition	300.0	
SHA - "Efficiency Savings"[4]	130.0	2.0
Redirect Spillover	125.0	125.0
Motor Vehicle Account	75.0	75.0
Subtotal - Contributions	**3,433.0**	**2,505.9**
Total Funding	**8,685.0**	**7,757.9**
Allocated to date		**6,369.7**
Remaining Unallocated		**1,388.2**

[1] The California Transportation Commission adopted a new schedule and changed the PTA/SHA split on December 15, 2005.

[2] To date, $645 million has been transferred from the SHA to the TBSRP, including the full $290 million transfer scheduled by the CTC to occur in 2005-06. An additional $100 million has been expended directly from the account.

[3] To date, $130 million has been transferred from the PTA to the TBSRP, including the full amount of all transfers scheduled by the CTC.

[4] To date, $2 million has been transferred from the SHA to the TBSRP, representing the commitment of "Efficiency Savings" for 2005-06 identifed under AB 144. Approximately $128 million remains to be distributed as scheduled by the CTC.

Notes: Program budget includes $900 million program contingency.

Funding Status

The program's financial status of revenues and expenditures is summarized in the table below, *Table 6-Toll Bridge Seismic Retrofit Program Financial Status.* The figures include the surcharge revenues collected, transfers from the SHA and the PTA, and expenditures from the Toll Bridge Seismic Retrofit Account (TBSRA) and the Seismic Retrofit Bond Act of 1996 (Proposition 192).

Table 6-Toll Bridge Seismic Retrofit Program Financial Status as of September 30, 2007 ($ Millions)

TO BE UPDATED

Revenues:	
Toll Surcharge[1]	687.9
SMIF Interest	97.9
Bond Revenue (Seismic Bond of 1996)	789.0
Bond Revenue (Toll Revenue Bonds)	1,062.0
Commercial Paper[2]	80.0
SANDAG	33.0
Vincent Thomas[3]	6.9
Federal Highway Bridge Replacement and Rehabilitation	600.0
Transfers to TBSRA:	
Motor Vehicle Account	75.0
State Highway Account[4]	745.0
Public Transportation Account[5]	90.0
State Highway Account "Efficiency Savings"[6]	2.0
Total Revenues and Transfers	**4,268.7**
Expenditures :	
Capital Outlay	3,626.9
State Operations	1,003.3
Total Expenditures	**4,630.2**
Encumbrances:	
Capital Outlay	1,722.9
State Operations	16.6
Total Encumbrances	**1,739.5**
Total Expenditures and Encumbrances	**6,369.7**

(1) The Toll Surcharge is dedicated to repayment of bonds beginning September 1, 2003. Toll Surcharge shown here is only toll revenue collected prior to that date.

(2) $80 Million in Commercial Paper issued on or about April 5, 2005.

(3) No additional funding is expected from the Vincent Thomas Toll Revenue Account.

(4) To date, $645 million has been transferred from the SHA to the TBSRP, including the full $290 million transfer scheduled by the CTC to occur in 2005-06. An additional $100 million has been expended directly from the account.

(5) To date, $130 million has been transferred from the PTA to the TBSRP, including the full amount of all transfers scheduled by the CTC.

(6) To date, $2 million has been transferred from the SHA to the TBSRP, representing the commitment of "Efficiency Savings" for 2005-06 identifed under AB 144. Approximately $128 million remains to be distributed as scheduled by the CTC.

Program Financing

As discussed above, AB 144 consolidated the administration of all toll revenues collected on the state-owned Bay Area toll bridges and financing of the TBSRP under the jurisdiction of BATA. BATA has direct programmatic responsibilities for the administration of all toll revenues collected on the state-owned bridges in the Bay Area and responsibilities for financial management of the TBSRP program, including:

- Administrative responsibility for collection and accounting of all toll revenues.
- Authorization to increase tolls on the state-owned bridges by $1.00 effective January 1, 2007.
- Project level toll-setting authority as necessary to cover additional cost increases beyond the funded program contingency in order to complete the TBSRP.
- Assumption of funding all of the roadway and bridge structure maintenance from Caltrans once bridge seismic retrofit projects are completed.

In accordance with its responsibilities provided under the law, in September 2005 BATA adopted a finance plan for the TBSRP. The major components of the finance plan include:

- Issuing $6.2 billion in debt, including defeasance of $1.5 billion in outstanding State Infrastructure Bank bonds and commercial paper.
- Increasing tolls on the state-owned bridges by $1.00, (from $3.00 to $4.00 for two-axle vehicles), effective January 1, 2007.
- Securing the maximum amount of state funding early in the construction schedule to most efficiently use toll funds (see the following discussion concerning the CTC funding schedule).
- Locking in current interest rates to the extent possible in order to improve the chances that the entire toll program construction and the operations and maintenance can be delivered within the $4.00 auto toll level.

In September 2005, BATA approved a Finance Plan for the TBSRP and other toll bridge improvement programs dependent on toll revenues from the state-owned bridges. The finance plan called for $6.2 billion in new debt issuances, including defeasance of the existing outstanding I-Bank bonds. Consistent with the finance plan in December 2005, BATA approved the issuance of up to $1 billion of 2006 toll bridge revenue bonds in February 2006. The bond issuance will provide adequate cash flow to fund the SAS contract for the East Span Replacement project, which was awarded on May 3, 2006.

Furthermore, in March 2006, BATA approved the issuance of $1.2 billion in bonds to defease the I-Bank bonds approved in October 2005. Additionally, pursuant to the law, BATA held two public hearings- one in October and one in November 2005 - to receive public testimony regarding the proposed $1.00 seismic surcharge toll increase beginning on January 1, 2007 on the state-owned toll bridges in the Bay Area. BATA approved the toll increase on January 25, 2006.

Pursuant to AB 144, on September 29, 2005, the CTC adopted a schedule - revised in December 2005 - for the transfer of state funds to BATA to fund the TBSRP. The schedule contains the timing and sources of the state contributions, which began in Fiscal Year (FY) 2005-06 and distributes the contributions over the years of project construction to ensure a timely balance between state sources and the contributions from toll funds. In December 2005, the CTC re-adopted the schedule to reflect opportunities to maximize the use of available PTA funds and correct prior transfer transactions. The CTC's December 2005 revised schedule for the transfer of funds allows BATA to pledge the state fund contribution to the financing of the TBSRP per BATA's adopted finance plan. The CTC schedule is included in Appendix C.

In May 2007, BATA issued $811 million in 2007 Toll Bridge Revenue Bonds. The financing will be used primarily to fund seismic retrofit projects. In October 2007, BATA approved the issuance of $500 million in 2007 Toll Revenue Bonds. The financing will be used primarily to fund seismic retrofit projects. Upon issuance of the 2007 bonds, BATA's total debt will be 5.2 billion.

West Approach

Project Status

Ongoing Construction Projects

SFOBB West Approach

The SFOBB West Approach Seismic Retrofit Project will remove and replace the west approach to the SFOBB, which includes all of the westbound mainline and most of the eastbound mainline from 4th Street to the SFOBB west anchorage, and all of the connecting entrances and exit ramps in downtown San Francisco. Upon completion of the retrofit project, the west approach mainline and ramps will have the same number of traffic lanes as before, but with improved highway geometrics. The mainline eastbound and westbound structures will be adjacent to each other at 4th Street and transition to a double-deck configuration with their own independent support system from Rincon Hill to the anchorage in order to tie into the existing SFOBB.

Milestones Achieved

The San Francisco-Oakland Bay Bridge (SFOBB) West Approach Project is 88 percent complete as of December 20, 2007 and is forecasted for early completion in January 2009, with the EB Traffic Switch to the Permanent Structure forecasted for April 2008. Major ongoing work during this quarter includes rebuilding of the new EB 80 structure, with falsework installation; soffit and deck pours are in progress and will continue through the winter of 2008. An extensive public outreach effort continues and will be necessary until the spring of 2008 for the construction of the EB80 adjacent to the Stillman Street area. Removal of Frame 7U falsework will be on going through January 2008. The permanent Sterling On-ramp will be open to traffic by early spring of 2008.

Project Funding

The AB 144/SB 66 baseline budget totals $429 million for the project with $309 million for CO and $120 million for COS. See *Table 7-Baseline and Estimated Budget Need for SFOBB West Approach*

Table 7-Baseline and Estimated Budget Need for SFOBB West Approach ($ Million)

	AB 144/ SB 66 Budget	3rd Quarter 2007 Forecast	Difference
COS	120.0	120.0	-
CO	309.0	309.0	-
Total	429.0	429.0	-

Major Risk Issues

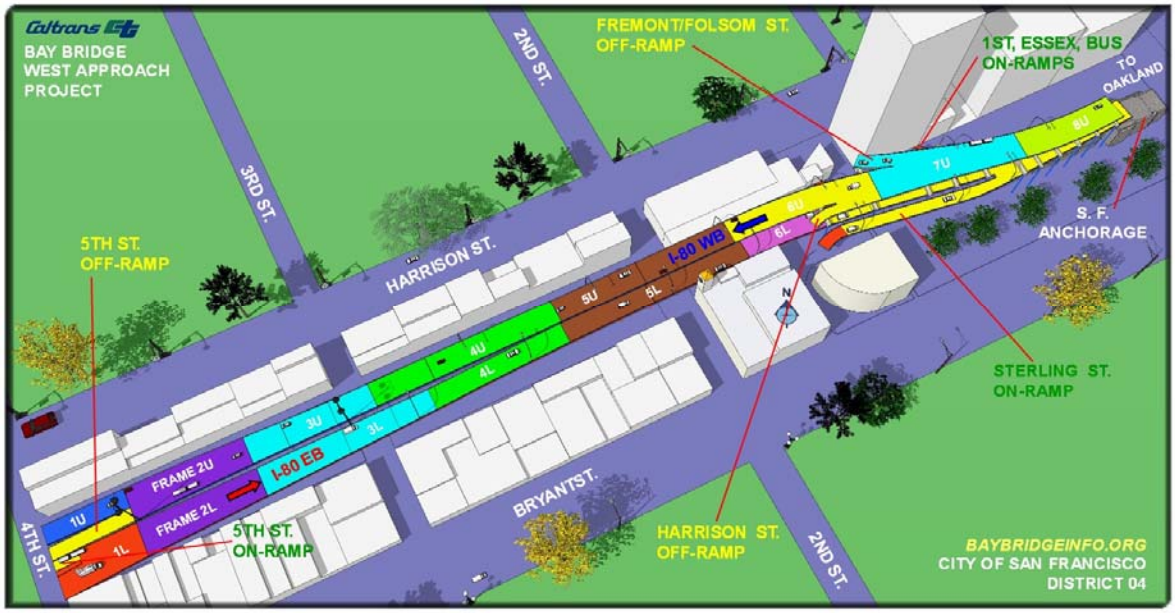
Caltrans' West Approach Risk Response Team is continuing with its efforts to manage project risks. Updated risk assessments have been regularly performed during the Fourth Quarter as a standard project management practice.

Lessons learned to this point in the project continue to be important aspects of the implementation plans designed to mitigate risk, for example:

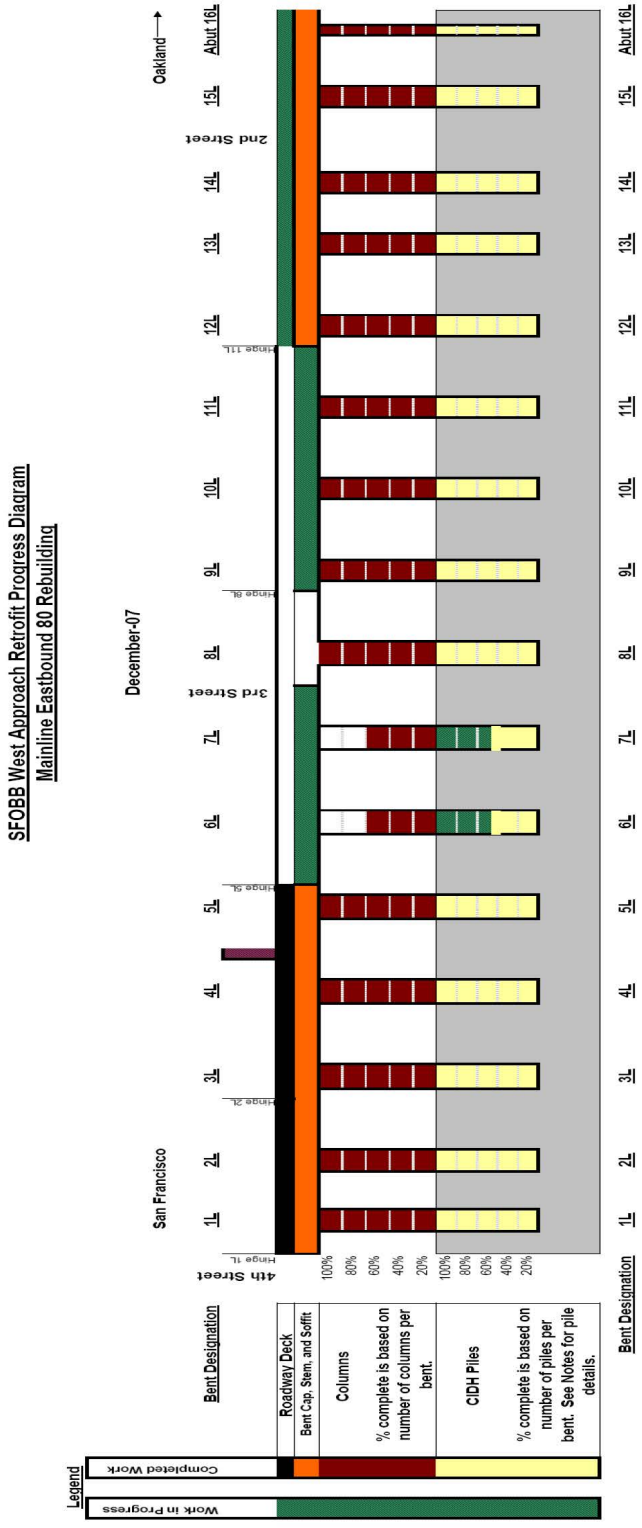
- The aggressive informational campaigns have proven successful in keeping the public fully informed of upcoming demolition operations that would affect traffic, thereby mitigating adverse public perception. Regional and local information campaigns were launched during spring 2007 to proactively address public concerns related to upcoming work on the interim eastbound detour and subsequent demolition work.

- Equipment and labor resources were increased during low traffic times such as nights and weekends. This strategy reduced inconveniences to the surrounding residents and businesses and minimized impact to the regional motorists while maintaining the level of production required for the project to remain on the target schedule.

West Approach



West Approach New I-80 Eastbound Westbound Model (Under Construction)


SFOBB West Approach Retrofit Progress Diagram
Mainline Eastbound 80 Rebuilding
December-07
San Francisco
Oakland
4th Street
3rd Street
2nd Street
Hinge 1L
Hinge 2L
Hinge 3L
Hinge 9L
Hinge 11L
1L 2L 3L 4L 5L 6L 7L 8L 9L 10L 11L 12L 13L 14L 15L Abut 16L
Legend
Work in Progress
Completed Work
Bent Designation
Roadway Deck
Bent Cap, Stem, and Soffit
Columns
% complete is based on number of columns per bent.
CIDH Piles
% complete is based on number of piles per bent. See Notes for pile details.
100% 80% 60% 40% 20%
Bent Designation
Notes: 1. Bents 1L and 2L each have 5 - 84" Cast In Drilled Hole (CIDH) piles.
2. Bents 3L through 5L each have 5 - 90" Cast In Drilled Hole (CIDH) piles.
3. Bents 6L through 8L each have 4 - 90" Cast In Drilled Hole (CIDH) piles.
4. Bents 9L through 15L each have 3 - 72" Cast In Drilled Hole (CIDH) piles.
5. Abutment 16L has 18 - 30" Cast In Drilled Hole (CIDH) piles.
6. Average Pile lengths are as follows:
Bents 1L through 3L = 90'.
Bent 4L = 75'
Bent 5L = 80'
Bents 6L through 8L = 75'
Bent 9L = 60'
Bent 10L = 70'
Bents 11L and 12L = 73'
Bent 13L = 70'
Bents 14L and 15L = 67'
Abutment 16L = 40'
7. Items of work this chart does not include:
Lower Deck Retrofit
Sterling on-ramp reconstruction

SFOBB East Span Seismic Replacement

The SFOBB East Span Seismic Replacement project will be seismically retrofitted through the complete replacement of the existing span. The project includes construction of the Skyway portion of the bridge (See *SFOBB East Span Replacement Project* table below), which consists of two parallel concrete structures, each approximately 1.3 miles in length; an SAS bridge consisting of a 510-foot tower supporting a bridge deck connecting the Skyway bridge to YBI, transition structures on YBI and on the east end of the bridge connecting to the toll plaza area, and demolition of the existing east span.

The SFOBB East Span Project now consists of 21 contracts. Construction of the Oakland Touchdown (OTD) Approach Structures and the Yerba Buena Island Transition Structures (YBITS) has been split into multiple contracts to facilitate construction flow and acceleration of work elements off the critical path for the completion of the new east span.

The current SFOBB East Span contracts are identified on the following pages: Nine contracts are **complete**:

- Interim Retrofit (Existing Bridge)
- East Span Retrofit (Existing Bridge)
- Pile Installation Demonstration
- OTD Geofill
- YBI Archaeology
- United States Coast Guard (USCG) Road Relocation on YBI
- SAS Land Foundations (W2)
- YBI Electrical Substation
- OTD Submarine Cable

TO BE UPDATED

Table 8-SFOBB East Span Seismic Replacement Project Schedule Summary

Contract	AB 144/SB 66 Baseline Pro	Approved Changes	Current Approved Schedule	3rd Quarter 2007 Forecast Project Completion Date	Variance (Months)
Skyway	April 2007	8	December 2007	December 2007	-
YBI Detour*	July 2007	36	June 2010	June 2010	-
Stormwater Treatment Measures	March 2008	-	March 2008	March 2008	-
SAS E2/T1 Foundations	June 2008	(3)	March 2008	March 2008	-
Open to Traffic: Westbound	September 2011	12	September 2012	September 2012	-
SAS Superstructure	March 2012	12	March 2013	March 2013	-
Open to Traffic: Eastbound	September 2012	12	September 2013	September 2013	-
Oakland Touchdown (OTD)	December 2013	12	December 2014	December 2014	-
OTD Submarine Cable	n/a		January 2008	January 2008	-
OTD No. 1 (Westbound)	n/a		January 2010	January 2010	-
OTD No. 2 (Eastbound)	n/a		November 2014	November 2014	-
YBI Transition Structure*	December 2013	12	November 2014	November 2014	-
Existing Bridge Demolition*	September 2014	12	September 2015	September 2015	-

Note: The new east span forecast to be fully open to traffic in September 2013. Construction activities will continue beyond that date to complete the project, including demolition of the existing structure.

Six contracts are under **construction**: Note that percent complete figures for construction contracts are based on actual payments made divided by the contract amount, including executed Contract Change Orders.

- Skyway contract (99 percent complete)
- YBI Detour
- SAS Marine Foundations (E2/T1) (93 percent complete)
- SAS Superstructure (23 percent complete)
- Stormwater Treatment Measures (96 percent complete)
- OTD #1 contract (12 percent complete)

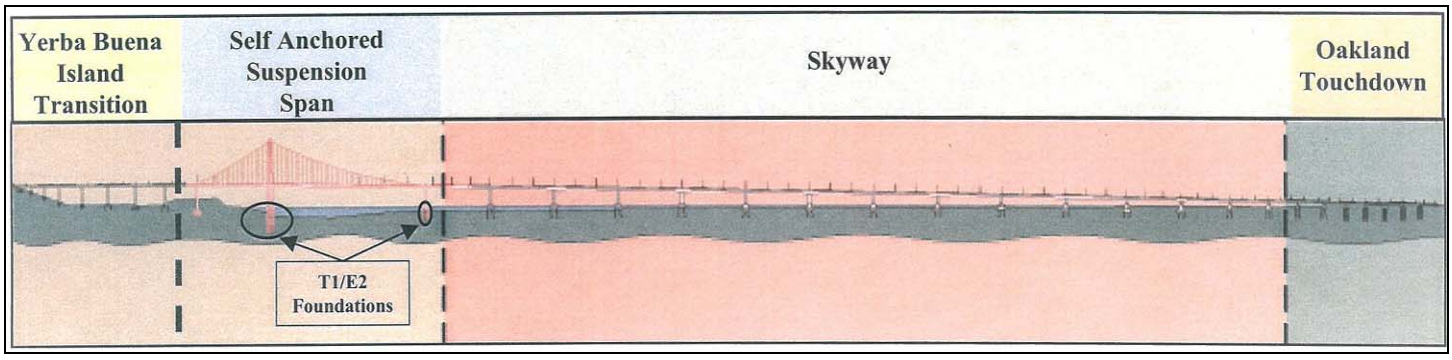
Six contracts are in **design**:

- OTD #2 contract: The contract is planned to be advertised in summer 2010
- OTD portions of the corridor electrical contract: This scope may be executed as a separate contract, or alternatively, may be included within OTD #2 contract and/or the other contracts within the east span corridor.
- YBITS #1 (design 95 percent complete to date)
- YBITS #2 (design 80 percent complete to date)
- YBITS #3 Landscaping contract
- Existing Bridge Demolition design (10 percent complete to date)

The forecast completion date as compared to the AB 144/SB 66 baseline completion date for each of the major components of the SFOBB East Span Seismic Replacement project is shown in *Table 8-SFOBB East Span Seismic Replacement Project Schedule Summary* on page 15.

The approved East Span opening date has been extended by 12 months by the TBPOC through addendum issued on the SAS contract based on bidder inquiries received during advertisement. The current approved schedule does not include the potential for schedule reduction based on an early completion incentive on the SAS contract of six months that was also included in the addendum.

The completion of the Skyway contract has been revised from April 2007 to December 2007 as approved by the TBPOC due to a Contract Change Order executed with the Contractor that resolves a variety of construction issues. The schedule for the YBI Detour contract has been extended to take into account the 12-month change to the SAS contract schedule and the incorporation of additional work scope from the YBITS contract. This extension is not expected to impact the new East Span open-to-traffic date.



SFOBB East Span Replacement Project

Milestones Achieved – East Span Contracts

Skyway Contract

- The Skyway contract is 99 percent complete as of December 2007. The eastbound and westbound structures are 100 percent complete with the erection of all 452 segments. Remaining work includes, punch list work.

- Various Notices of Potential Claims (NOPCs) have been issued by the Contractor on behalf of their Steel Orthotropic Box Girder (SOBG) fabrication subcontractor concerning issues related to that work scope. Caltrans and its contractor have tentatively agreed on a settlement to resolve the claims. There were no changes to the contract budget or schedule due to the agreed settlement.

Self Anchored Suspension Bridge Contract

- The E2/T1 contract is 93 percent complete as of December 2007. At the East Pier (E2), foundation pile driving has been completed. The contractor has completed most of the eastbound and westbound E2 foundation and column. At the Tower Pier (T1), all 13 rock sockets that tie the SAS tower foundation (T1) to bedrock have been installed. The top slab concrete was placed. Remaining work includes punch list work.

- The SFOBB East Span Seismic Replacement Project SAS Superstructure contract is 23 percent complete based on payments to the Contractor as of December 2007. Development of various administrative submittals, including schedule updates, is continuing. The Contractor has finalized agreements with various manufacturers, fabricators, suppliers and subcontractors, including Zhenhua Port Machinery Company (ZPMC), of Shanghai, China, to supply and fabricate all the major steel structures in the SAS. Caltrans has set up facilities and has organized resources in China that will ensure an effective Owner's presence in the steel fabrication shops operated by ZPMC. Barge fabrication is on going in Oregon and crane fabrication has started in China. Civil construction work has started at the W2 foundation with falsework for the pier table. The fabricators for the temporary towers and trusses have been selected by the contractor and fabrication is underway. Caltrans is also taking risk mitigation measures to address potential issues during construction due to structural steel plate conflicts and welding methods.

Yerba Buena Island Contracts

- For the Yerba Buena Island Detour (YBID) contract, Caltrans and its consultants have assumed design responsibilities from the Contractor for the design of the East and West tie-ins from the existing bridge and tunnel to the detour structure. Completion of their design is being managed by Caltrans and is to be completed in conjunction with the SAS schedule to minimize impacts to the traveling public. The viaduct segment is being fabricated in South Korea and the second shipment has arrived at the Port of San Francisco.

- Caltrans and its contractor successfully rolled into place the precast replacement upper roadway deck section near the YBI tunnel as part of the West Tie-in Phase I. The work was completed 11 hours early during the full Bay Bridge closure over the 2007 Labor Day Weekend.

- As part of the YBI Advanced work, which was added to the YBID contract, work is continuing on the foundations and columns of W4 L&R and W6 L&R. A need was identified to accelerate work on pier W3L due to the SAS contractor need for access to that area. The YBI Detour contractor has completed that work and the SAS contractor has been granted access to that area ahead of schedule.

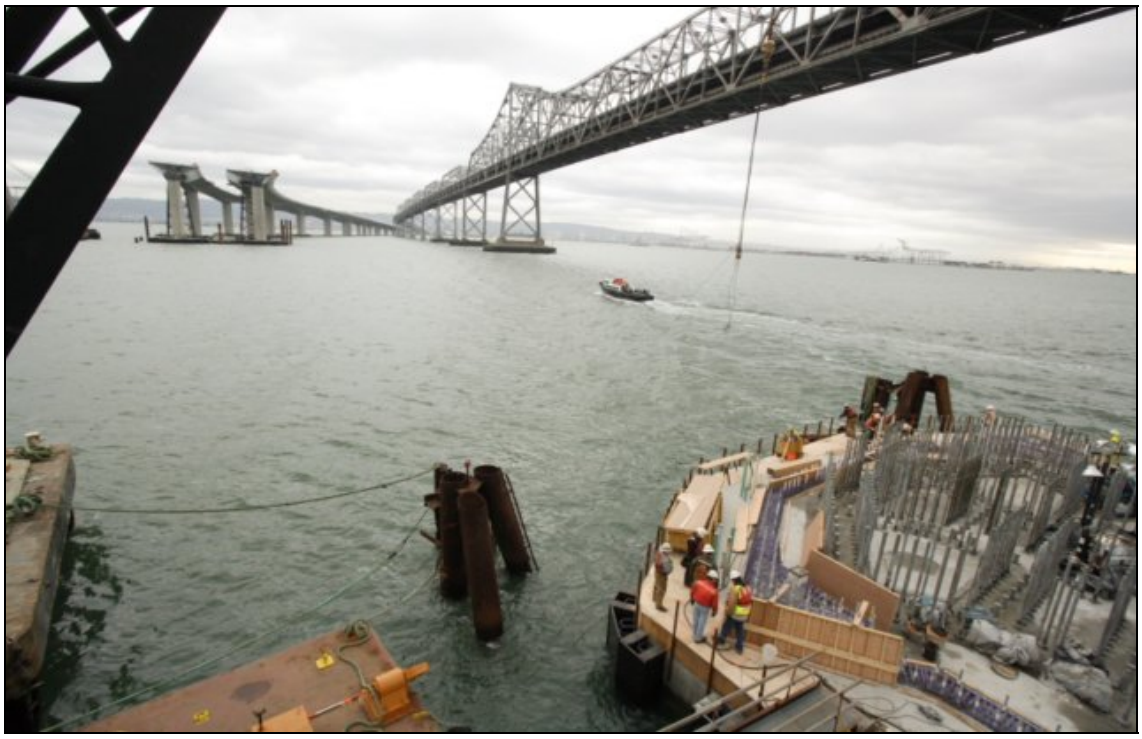
- The YBITS #1 contract will construct structures necessary to connect the new SAS to the existing YBI tunnel. To minimize schedule and

construction risk, the TBPOC approved the option to accelerate portions of YBITS #1 work, including shifting critical path work to the YBID contractor. The YBITS foundation work was added to the YBID contract because foundation work is always the highest risk element of structure construction. Early construction of the foundations would significantly reduce risk to the East Span corridor schedule. Preparation of the final YBITs #1 PS&E package is currently underway.

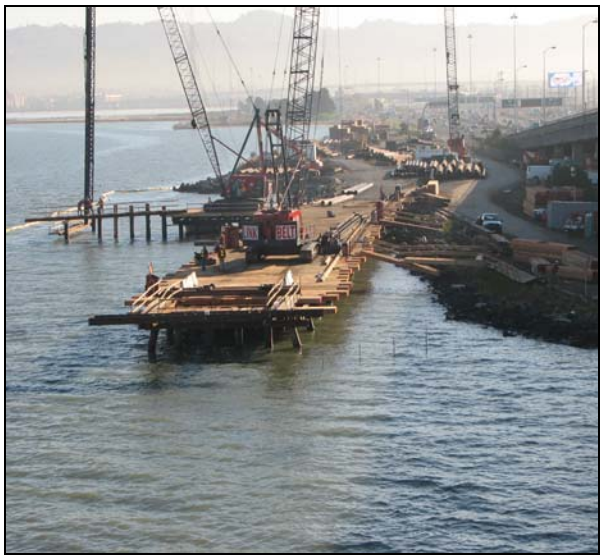
- The YBITS #2 contract includes demolition of the YBI Detour temporary structure, completion of the new eastbound on-ramp, completion of the bike path section on YBI and reconstruction of local and affected facilities at YBI. The majority of the design work is complete. Preparation of detailed plans and quantity calculations are in progress

- The YBITS #3 contract is for landscaping, and includes slope restoration, vegetation restoration and plant maintenance for the areas affected by YBI construction. A planting concept and preliminary plans have been developed for a majority of the area. Determination of the extent of the U.S. Coast Guard area to be landscaped is still pending. Development of the final plans has not been completed.

East Span Rebar Installation



East Span Footing Pour at T1



OTD1 – Access Trestle Construction

Oakland Touchdown Contracts

- The OTD Submarine Cable contract replaced the existing submarine electrical cable from Oakland to Treasure Island. The cable relocation contract placed a new electrical cable(s) between the East Bay and Treasure Island, because the existing electrical cable providing power to the island was close to the foundation work necessary for the construction of the OTD #1 contract. All field work has been completed and the contractor has demobilized. Caltrans has accepted the contract.

- The OTD #1 contract involves constructing bents 17 through 23 marine foundations. It also includes the westbound bridge section and roadway approach to the new Skyway from west of the Oakland Toll Plaza. Caltrans awarded the contract to MCM Construction on July 17, 2007. The first contract day of the project is August 22, 2007, with the completion of the "Designated Portion of Work (Oakland Approach Structure – Westbound)" scheduled by June 2009, and contract completion by November 2009. The project is currently at 12 percent completion as of December 20, 2007. Field work in progress includes pile driving operation at Pier 20L, construction of the temporary access trestle and the electrical duckbank, installation of cofferdam at pier 18L, marine excavation at pier 19L, and electrical work for the temporary underground and roadway at grade.

- The OTD #2 contract involves constructing the remaining eastbound bridge section from the new Skyway to the roadway west of the Oakland Toll Plaza. This work will occur once the westbound traffic is shifted onto the new SAS. Design work for the structures portion of the OTD #2 contract is substantially complete. Design work on the roadway portion is on going.

Other Contracts

- The Stormwater Treatment Measures contract is 96 percent complete as of December 2007. Remaining work includes punch list work. The Stormwater Project, in and around the Toll Plaza and bridge approach area, was required as part of the environmental mitigation package for the SFOBB Seismic Safety Project by the Regional Water Quality Control Board. The project will reduce the concentration of stormwater runoff pollutants including industrial chemicals, asbestos from brake pads, hydrocarbons, and heavy metals, from entering into the adjacent Emeryville Crescent. The Emeryville Crescent is a 558-acre tidal marsh and cove that supports up to 14,000 shorebirds and thousands of other birds including the endangered clapper rail, which nests and forages in the vegetative cover of the marsh. This area has been described as supporting the largest number of shorebird species regularly occurring at one place within San Francisco Bay (Bodega Bay Institute, 1978). The project will provide water treatment of at least 85% of the average annual runoff from a 155-acre shed area in the vicinity of the SFOBB Toll Plaza. By removing toxins from the SFOBB runoff, Caltrans will enhance the habitat quality of the Emeryville Crescent and by extension, the San Francisco Bay. Current work includes construction of the Bioretention basins, completion of the drainage systems along Emeryville crescent area, shoulder paving on

WB 80 electrical work for pump stations, and highway lighting.

- Design of the Existing Bridge Demolition contract is 10 percent complete. Design work has been temporarily suspended to assign engineering resources to higher priority tasks, and will resume at a later time. The contract schedule completion date has been extended by 12 months due to a 12-month SAS contract extension.

Project Funding

Baseline and Projected Budget and Schedule

The AB 144/SB 66 baseline budget for the SFOBB East Span is $5.487 billion. The current approved budget for SFOBB East Span is $5.666 billion. See *Table 9-SFOBB East Span Replacement Cost Summary.*

The TBPOC re-evaluates project and contract cost forecasts continuously. The current 4th Quarter 2007 -2008 forecast of $5.675 billion for the project includes the following revisions:

- A forecast increase in the cost of COS to $977.1 million as a result of a detailed staffing and consultant contract cost forecast completed as of the end of the First Quarter 2007. This forecast includes considerations of revised and increased construction contract schedules as mentioned elsewhere in this report that require coverage by staff and consultants.

- A forecast $13.7 million increase for the SAS Superstructure contract to cover actions taken to encourage additional bidders for the project, including the bidder's stipend for the lowest three responsive bidders.

- A forecast $18.7 million increase in the CO for the OTD contract due to an approved Engineer's Estimate for the OTD #1

TO BE UPDATED

Table 9-SFOBB East Span Replacement Cost Summary ($ Millions)

Contract	AB 144/SB 66 Budget	Approved Changes	Current Approved Budget	Cost To Date (09/2007)	3rd Quarter 2007 Forecast	Variance
a	b	c	d = b + c	e	f	g = f - d
Capital Outlay	959.4	-	959.4	534.5	977.1	17.7
Capital Outlay	-	-	-	-	-	-
Skyway	1,293.0	-	1,293.0	1,187.3	1,293.0	-
SAS E2/T1	313.5	-	313.5	248.1	313.5	-
SAS	1,753.7	-	1,753.7	301.5	1,767.4	13.7
YBI Detour	131.9	202.5	334.4	106.3	334.4	-
YBI Transition	299.3	(23.2)	276.1	-	276.1	-
* YBITS 1				-	214.3	
* YBITS 2				-	58.5	
* YBITS 3 -				-	3.3	
Oakland	283.8	-	283.8	18.7	302.5	18.7
* OTD				7.8	9.6	
* OTD				10.9	226.5	
* OTD				-	62.0	
* OTD				-	4.4	
Existing Bridge	239.2	-	239.2	-	222.0	(17.2)
Stormwater	15.0	3.3	18.3	14.5	18.3	-
East Span	90.3	-	90.3	89.2	90.3	-
Right-of-Way	72.4	-	72.4	38.8	72.4	-
Other	35.1	(3.3)	31.8	0.6	7.7	(24.1)
TOTAL	5,486.6	179.2	5,665.8	2,539.5	5,674.7	8.9

contract. The COS for the contract was also increased to cover the additional work to split the contract and to administer four separate contracts over a longer duration rather than the original single contract.

- A forecast $17.2 million decrease for the Bridge Demolition Contract due to a re-evaluation of the cost escalation rates for the project.

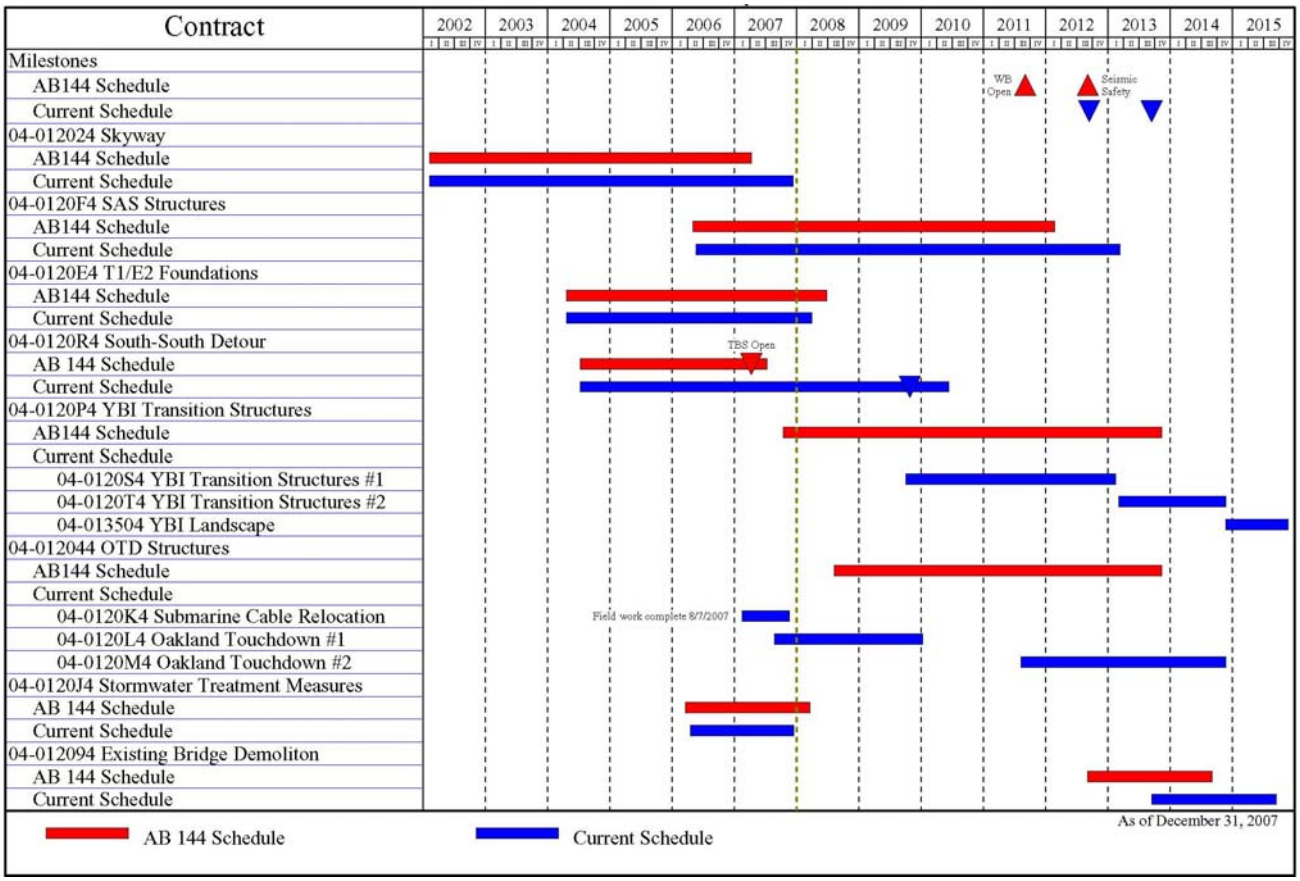
All of the variances discussed above can be funded from a combination of other budgeted capital and Toll Bridge Seismic Retrofit Program Contingency. The forecast for the SFOBB East Span has increased by $8.9 million to $5.675 billion.

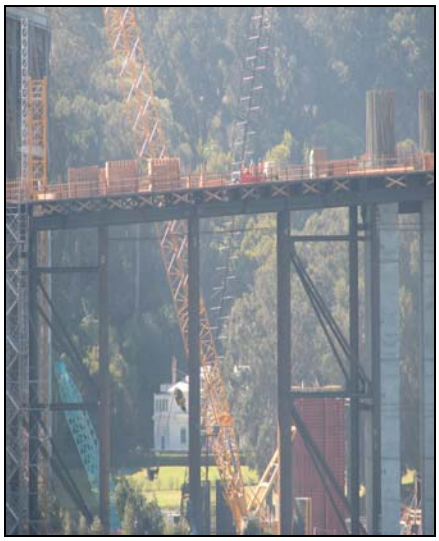
The current September 2007 schedule calls for achieving seismic safety and opening to traffic the SFOBB new East Span in 2013. The 12 months of schedule extension from the AB144 baseline schedule was granted by addenda to the SFOBB East Span Seismic Replacement Project SAS contract based on bidder inquires received during advertisements.

- In March 2007, the TBPOC approved a number of changes to the YBI Detour contract to better integrate the detour work into the current project schedule, to modify the detour viaduct and tie-in designs, and to reduce overall project risks by advancing YBITS foundation work and tunnel viaduct replacement into the SSD contract. These changes increased the overall YBI Detour contract budget by $202.5 million and decreased the YBITS contract by $23.2 million.

- While the 12 month schedule extension for the SAS has also extended the schedules for YBITS

Chart 2-San Francisco-Oakland Bay Bridge East Span Corridor
Schedule Baseline AB 144/SB 66 vs. Current Projected





SAS - W2 Bent Cap

and OTD contracts accordingly, the TBPOC is scheduling the contracts to accommodate the possibility of an early SAS completion based on incentives also included by the SAS addenda.

It is estimated that all of the construction activities for the SFOBB East Span Seismic Replacement project will be completed by 2015.

The comparison of the AB 144/SB 66 baseline schedule and the current projected schedule is shown in *Chart 2-SFOBB East Span Corridor Schedule, Baseline AB 144/SB 66 vs. Current Projected* on page 21. It should be noted that the schedules shown in *Chart 2* do not at this time account for the potential "worst-case" issues that may affect the schedule identified in the SFOBB East Span Seismic Retrofit Project Risk Management Plan.

Major Risk Issues

SFOBB East Span Project Replacement Risk Management Plan

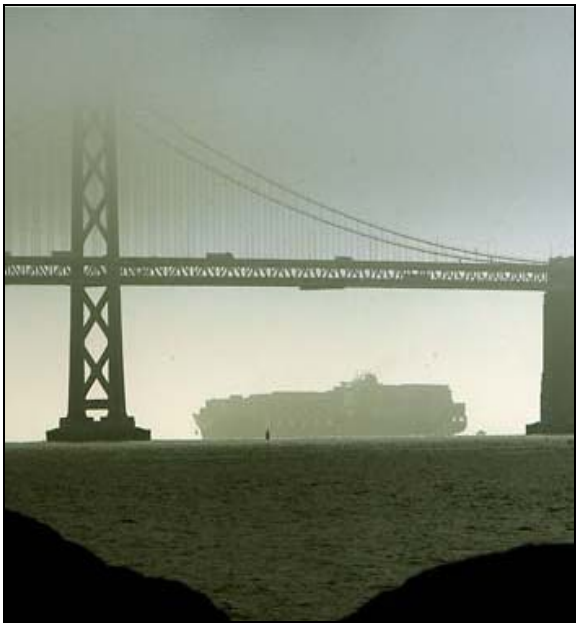
Caltrans continues to implement comprehensive risk management on all SFOBB East Span Seismic Replacement Project contracts in accordance with AB 144. Currently, Caltrans and BATA have embarked on an initiative to manage risk jointly.

Risk response efforts continue to focus on encouraging responsive bids for future contracts and mitigating the estimated cost/schedule impact of identified risks. (See "Risk Management Program" on page 25 for more information).

Quarterly Environmental Compliance Highlights

SFOBB East Span environmental tasks for the current quarter are focused on mitigation monitoring. All weekly, monthly, and annual compliance reports to resource agencies have been delivered on time with no comments from receiving agencies. Key successes this quarter are as follows:

- Bird monitoring was conducted weekly in the active construction areas.
- Turbidity monitoring was conducted without incident during October for pile driving activities associated with the construction of the temporary trestle for the Oakland Touchdown Westbound Contract.
- Amendment Number 17 for the San Francisco Bay Conservation and Development



The Cosco Busan and the Bay Bridge

Commission (BCDC) Permit Number 8-01 was approved on October 9th. This amendment requested an additional year of eelgrass monitoring at the North Basin eelgrass pilot program site and a one-year time extension for commencement of hazardous waste and infrastructure removal at Skaggs Island. Amendment Number 18, which addressed mitigation measures for the Stormwater Project, was approved on October 23rd.

- On November 7th, the Cosco Busan, owned by the Hanjin Shipping Company of South Korea, struck one of the western piers of the Bay Bridge while attempting to navigate through dense fog. The impact resulted in the release of approximate 58,000 gallons of bunker oil, which impacted many of the SFOBB contracts. Caltrans assisted with the oil spill cleanup by acquiring and deploying over 10,000 linear feet of oil-absorbing boom. Additionally, Caltrans environmental staff assisted with the assessment and subsequent cleanup of the shoreline adjacent to the Oakland Touchdown in conjunction with the Incident Command Center. Oil-impacted birds were also recurred from this location.

Completed Projects

Seismic retrofit and project close-out has been completed on the Benicia-Martinez, Carquinez, San Mateo-Hayward, Vincent Thomas, San Diego-Coronado toll bridges and on the west span of the SFOBB. *See Table 10-Cost Comparison AB 144/SB 66, Fourth Quarter 2007 Forecast and Expenditures through December 2007 for Completed Projects on the next page.*

The Richmond-San Rafael Bridge project expenditures have not been completely closed because Caltrans is in discussions with regulatory agencies regarding potential mitigations for impacts on fish in the project area. Caltrans has completed a contract for the construction of a public access lot on the Marin side of the Richmond-San Rafael Bridge to comply with a Bay Conservation and Development Commission (BCDC) permit condition.

The Richmond-San Rafael Public Access Project provides public access to the Bay shoreline at the north end of the Richmond-San Rafael Bridge in Marin County. This contract was completed in August 2007 and the lot is opened to public use.

To close out the Richmond-San Rafael Seismic Retrofit Project, Caltrans faces potential exposures concerning the environmental mitigation for negative impacts on fish, which is currently being discussed with regulatory agencies. Final savings for the Richmond-San Rafael Bridge project will be based on the resolution of pending negotiations with environmental permitting agencies regarding the cost of pile driving mitigation. Initial project cost savings in the amount of $89 million have been transferred to the Toll Bridge Seismic Retrofit Program Contingency, as directed by the TBPOC.

Clean Up Efforts After Cosco Busan Struck Pier

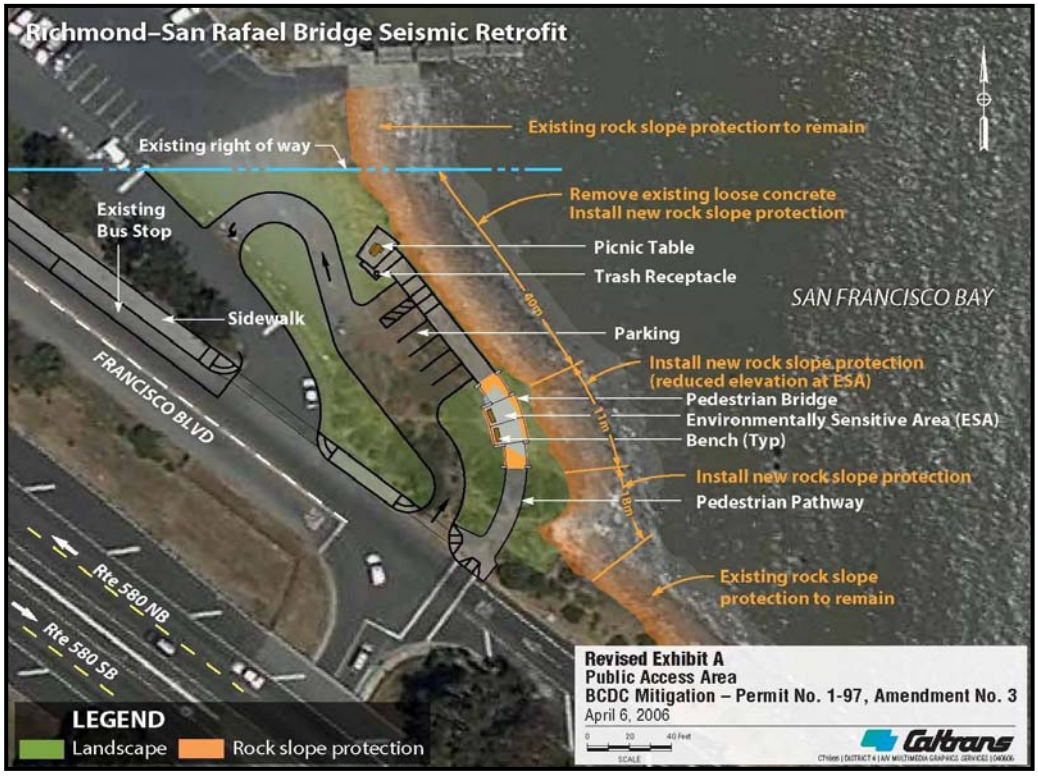


Table 10-Cost Comparison AB 144/SB 66, Third Quarter 2007 Forecast and Expenditures through September 30, 2007 for Completed Projects ($ Millions)

TO BE UPDATED

Project	AB 144/ SB 66 Budget	Approved Changes	Current Approved Budget	Cost To Date (09/2007)	3rd Quarter 2007 Forecast	Variance
a	b	c	d = b + c	e	f	g = f - d
San Francisco-Oakland Bay Bridge West Span Seismic Retrofit Project	307.9	-	307.9	301.1	307.9	-
Carquinez Bridge Retrofit Project	114.2	-	114.2	114.2	114.2	-
Benicia-Martinez Bridge Retrofit Project	177.8	-	177.8	177.8	177.8	-
San Mateo-Hayward Bridge Retrofit Project	163.5	-	163.5	163.4	163.5	-
Richmond-San Rafael Bridge Retrofit Project	914.0	(89.0)	825.0	793.2	825.0	-
Vincent Thomas Bridge Retrofit Project	58.5	-	58.5	58.4	58.5	-
San Diego-Coronado Bridge Retrofit Project	103.5	-	103.5	102.6	103.5	-
TOTAL	1,839.4	(89.0)	1,750.4	1,710.7	1,750.4	-

Note: Details may not sum to totals due to rounding effects. Capital Outlay Support and Capital Outlay have been combined. Although seismic retrofit of the Richmond-San Rafael and San Diego-Coronado

Risk Management Program

The following is a summary of risk management developments during the Fourth Quarter of 2007.

Corridor Schedule

The Corridor Schedule Team (CST) continues to identify ways to enhance completion dates while providing recommendations to program management on scheduling decisions and mitigating potential schedule risks. The CST evaluates opportunities, risks, and uncertainties in corridor schedule activities as input in the quantitative corridor schedule risk analysis. To date, the CST has provided recommendations that have streamlined many of the contract tasks, realized opportunities, and reduced risks to the corridor schedule.

Of note is the early completion of installation on the new viaduct at Yerba Buena Island over the Labor Day weekend. The CST worked closely with the contractor to optimize schedule opportunities to construction operations on that weekend, and to ensure that equipment and plans were in place to deal with any contingencies. With work limited to three days, it was essential that there be a high confidence level that work could be completed in that timeframe. The contractor finished the work 11 hours ahead of schedule.

Corridor Schedule Opportunity and Risk Response

While risk identification, updating and mitigation activities are ongoing on all contracts in the project, Caltrans has identified six risk areas that are critical. Caltrans formed focus teams to formulate and implement opportunity and risk response strategies in each of the following areas:

1. *Self-Anchored Suspension (SAS) Tower and Deck Fabrication*

The Fabrication Focus Team (Team China) is evaluating the five main elements that might influence the SAS Bridge Fabrication at the Zhenhua Port Machinery Company in China. It is developing strategies to reduce risk and to accelerate fabrication while meeting the specified quality. The five elements identified are:

- Machines - as used during the fabrication cycle
- Information - drawing release and fabrication methodology;
- Manpower - suitably qualified supervision, inspectors and welders
- Materials – steel plate ordering, receipt and approval for use
- Environment – foreseen difficulties with the outside climate and working in confined spaces.

2. *SAS Cable Installation*

While the SAS appears to have two cables, there is actually just one continuous main cable that is anchored within the decks at the eastern end where it ties into the Skyway orthotropic box girder sections. This cable is carried over the tower and wrapped around the two side-by-side decks at the western end. The Cable Installation Focus Team is developing strategies and solutions to mitigate the following potential risks:

- unique problems in attaining the required cable geometry
- difficulties the Contractor may encounter in pulling the unique cable into place
- compaction of the cable to the correct dimensions prior to the fitting of the cable bands
- complications during load transfer due to the unique three-dimensional geometry

3. *SAS Barge Crane Procurement and Delivery*

The SAS Contractor is having difficulties with Federal agencies to get its Shearleg Barge Crane "Coastwise" certified under the Federal Jones Act. Violation of the Act would make the Barge Crane

non-Coastwise certified and ineligible to operate in U.S. waters. The Barge Crane is essential to SAS bridge construction and is on the critical path of the SAS schedule. Any change to the Contractor's current Barge Crane manufacturing and assembly plan may impact the project. The Barge Crane Focus Team is assessing the following alternative strategies:

- construct the Barge Crane as planned and seek USCG Coastwise certification;
- construct the Barge Crane as planned and seek a Federal Legislative Coastwise waiver
- rehabilitate an existing Coastwise barge or construct a domestic crane and seek USCG Coastwise certification
- find an existing barge crane option with USCG Coastwise certification
- seek a DOD "Project Specific" waiver for the Barge Crane
- seek legislative "Project Specific" waiver for the Barge Crane

4. *Corridor Electrical/Mechanical Systems Integration*

The mechanical/electrical/piping (MEP) systems include the traffic operations system, Supervisory Control and Data Acquisition system, and the 15 kV power distribution systems, as well as longitudinal mechanical pipes, which run the length of the bridge. MEP components are critical to the integrity of the East Span and span its length across multiple contracts. MEP systems must ultimately be fully operational when the new structure is opened to traffic. The MEP Focus Team is developing strategies and solutions to mitigate potential risks related to the MEP systems. Key areas of potential risk have been identified:

- integrating electrical components from one end of the bridge to the other and who will perform the integration;
- verifying functionality and completeness of all bridge MEP components
- identifying the time frame for the construction of MEP components and by which contract
- ensuring MEP systems will function as designed at the completion of the project

5. *SAS Tower Erection*

The SAS single steel tower will rise 525 feet above the water and will sit on the T1 foundation. The tower is made up of four separate tapering legs connected by shear link beams, which are designed to move separately and absorb most of the shock during a major earthquake. Each leg of the tower will be fabricated in 5 different sections of varying lengths in China and will be transported by ship to the construction site in Oakland. There, the first section will be lowered over the 8 footing dowels and 400+ high-strength rods already in place on the T1 footing and the section will then be bolted down. The subsequent four sections will be attached along with the associated cross bracing and struts. The Tower Erection Focus Team is developing strategies and solutions to mitigate potential risks, including:

- T1 footing fabrication errors
- template errors
- footing installation errors
- damage by others prior to erection
- incorrect use of template at fabrication
- misdrilling of holes in the tower base
- field dowel and rod installation errors
- tower alignment tolerance issues
- fit up problems with each tower section, cross bracing and struts
- alignment and elevation adjustment problems
- tower skirt plate problems
- field welding issues
- bolted splice fit issues

6. *SAS Hinge Closure Construction*

The Yerba Buena Island Transition Structure (YBITS) contract includes the construction of Hinge K that completes the connection of YBITS to the SAS structure at Hinge K. The YBITS contract plans require a 90-day waiting period from prestressing of the YBITS superstructure to placement of the Hinge K closure pour. The intent of the 90-day requirement is to manage and control the impacts of creep and shrinkage to the extent possible to limit the YBITS from loading the SAS. The Hinge Closure Focus Team is developing options to prevent the risk of delays to the project schedule due to the 90-day requirement. It is reviewing the relevant schedules, plans and specifications, and investigating the results of creep and shrinkage tests from the new Benicia Bridge and the Skyway contracts.

Adequacy of Program Reserves

AB144 states that Caltrans must "regularly reassess its reserves for potential claims and unknown risks, incorporating information related to risks identified and quantified through its risk assessment processes."

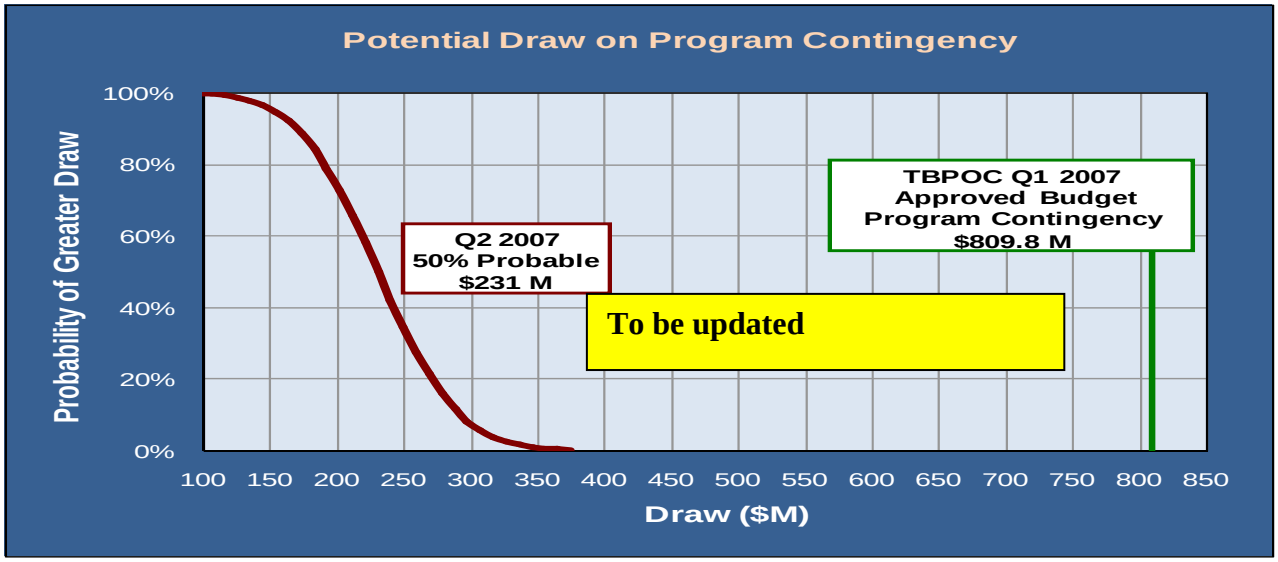
Each contract has a contingency allowance within its budget. The sum of these contingency allowances is compared to the total of capital outlay, capital outlay support and program risks. Any excess of the risks over the contingency allowances represents a potential draw on the Program Contingency (the reserve). As of the end of the fourth quarter 2007, the potential draw on Program Contingency ranges from about XXX million to XXX million, as shown in the diagram above. As the draw value increases, the probability of a greater draw decreases. The entire range of the potential draw curve is much less than the $809.8 million Program Contingency balance in the TBPOC Q3 2007 Approved Budget, indicating that the reserve is adequate as of the end of the fourth quarter 2007.

External Review of the TBSRP Risk Management Program

A National Cooperative Highway Research Program (NCHRP) Project 8-60 is currently underway to develop a Guidebook on Risk Analysis Tools and Management Practices to Control Transportation Project Costs. The principal investigators met with the SFOBB risk team to learn about the TBSRP risk management program. Their first impressions were communicated to the SFOBB Risk Management Coordinator:

"Your team is truly doing some outstanding work."

"…the RMIS…is definitely worth bragging about!"



"We were very impressed with the strides that (your team) and Caltrans have made in the past few years. We will look forward to integrating your accomplishments into the NCHRP research project over the next year.

The December 2007 NCHRP Quarterly Progress Report includes an extensive case study of the TBSRP Risk Management Program and concludes that:

"The risk management approach adopted is an enhancement of the general Caltrans risk management handbook approach. The main differences are:

- The risk register for the SFOBB is web based using the Risk Management Information System.
- Extensive quantitative analysis is carried out on all project risks to derive reliable numerical estimates of impacts on major project objectives, cost and schedule.
- Project risks are split into cost and schedule risks and assessed accordingly to determine the likelihoods of overrunning the budget or the schedule.
- The risk management cost is the total cost of risks, notices of potential claims and contract change orders.
- The influence of the Toll Bridge Program Oversight Committee ensures greater overall commitment of all involved in the risk management process.

These differences in several ways improve the accuracy of budget or time estimates derived. The use of technology especially enhances the risk tracking, updating, monitoring and reporting processes."

This independent assessment confirms Caltrans' major accomplishment in developing a state-of-the-art comprehensive risk management program as required by AB144.

Other Toll Bridges

Dumbarton and Antioch Bridges

State Route 84 crosses the southern region of San Francisco Bay between the cities of Newark to the east and East Palo Alto to the west. The Route consists of three lanes in each direction and an eight-foot bicycle/pedestrian lane. The AADT of the Route is near 81,000. The bridge is over 2 km in length and is positioned in an approximately normal geometry between two seismic faults which the USGS has reported to pose most of the significant seismic threat to the San Francisco Bay Area: the San Andreas Fault, some 15 km to the west of the bridge; and the Hayward Fault, some 13 km to the east of the bridge.

The Antioch Bridge

State Route 160 crosses the San Joaquin River between the city of Antioch and Sherman Island (leading to Rio Vista) via the Antioch Bridge. The Bridge carries a single lane of traffic in each direction. The AADT for the Route is slightly over 13,000 vehicles per day. The bridge is threatened by the Bird's Landing Seismic Zone, Cost Range/Sierra Nevada Boundary Zone and the San Andreas Fault.

Cost and Schedule

A cost estimate, schedule, and an initial risk analysis have been developed to complete a comprehensive seismic analysis for each bridge. In June 2006, BATA approved $17.8 million in funding to proceed with the comprehensive seismic analysis of the bridges. The current forecast of expenditures is within the $17.8 million budgeted.

In September 2006, BATA entered into contract with a geotechnical and geophysical consultant to evaluate the bridges. In April 2007, the field-drilling program was completed and the majority of the laboratory testing was completed by June 2007. Minor laboratory testing to fill in data gaps may be required in the future. Alternative strategies and associated cost estimates of each alternative with the retrofit design duration to complete the PS&E package will be included in the final strategy report and expected to be completed by early 2009.

Current Progress

These bridges are currently being evaluated for seismic safety and post-earthquake performance. Work is underway in three specific areas: seismology, geology and geotechnical engineering and bridge structural engineering.

Work in the area of seismology is defining the seismic ground motions used for design. Recommended Safety Evaluation (SE) level motions have been developed for both bridges and are currently under review by and external and independent Seismic Safety Peer Review Panel (SSPRP). SE motions represent future large earthquakes. Work in this area to be completed in the near future includes finalizing the SE motions, developing lower level Functional Evaluation (FE) motions, and multiple earthquake time-histories that can be used in the checking phase of the projects. Draft reports have been released. The SE motions have been reviewed by the Toll Bridge Seismic Safety Peer Review Panel on a couple of occasions.

Work in the area of geology and geotechnical engineering includes field drilling and studying of soil samples to identify soil types, locations and engineering properties. This work supports work in defining how the soil at the bridge sites move during earthquakes and how the rigidly the bridge's foundations are held in the soil. The drilling operations are complete at both bridge sites; information is being shared with the seismologic team and the bridge structure team. Draft reports have been released.

Work in the area of bridge structural engineering is continuing for both bridges. The structures team to date has been collecting and evaluating structural information on the bridges, reducing that information for use in computer models of the bridges, and initiating early computational runs of the models. Geological, geotechnical, and seismological information from the work areas mentioned previously is being incorporated into the bridge evaluations. The design team is currently analyzing the design of the existing structures. Caltrans is also working with the Peer Review Committee to obtain approval of the proposed design.

The Dumbarton Bridge

Summary of TBPOC Expenses

Pursuant to Streets and Highways Code Section 30952.1 (d), expenses incurred by Caltrans, BATA, and the California Transportation Commission (CTC) for costs directly related to the duties associated with the TBPOC are to be reimbursed by toll revenues. *Table 11-Toll Bridge Program Oversight Committee Actual Expenses: July 1, 2005 through September 30, 2007* shows expenses through *September 30, 2007*, for TBPOC functioning, support, and monthly and quarterly reporting.

TO BE UPDATED

Table 11-Toll Bridge Program Oversight Committee

Expenses: July 1, 2005 through September 30, 2007 ($ Millions)

Agency/Program Activity	Expenses
BATA	0.4
Caltrans	0.8
CTC	0.3
Reporting	1.6
Total Program	3.0

Appendices

A. TBSRP All Bridges AB 144/SB 66 Baseline Budget, Forecasts, and Expenditures through September 30, 2007 (A-1 and A-2).

B. TBSRP East Span Only AB 144/SB 66 Baseline Budget, Forecasts, and Expenditures through September 30, 2007.

C. CTC Fourth Quarter Schedule.

D. Project/Contract Photographs.

Appendix A-1.

Toll Bridge Seismic Retrofit Program

AB 144/SB 66 Baseline Budget, Forecasts, and Expenditures Through September 30, 2007

($ millions)

Bridge	AB 144/SB 66 Baseline	TBPOC Current Approved Budget	Second Quarter 2007 Forecast	Third Quarter 2007 Forecast	Variance 3rd Q07-2nd Q07)	Expenditures Through Sept 2007
Benicia-Martinez						
Capital Outlay Support	38.1	38.1	38.1	38.1	-	38.1
Capital Outlay	139.7	139.7	139.7	139.7	-	139.7
Total	177.8	177.8	177.8	177.8	-	177.8
Carquinez						
Capital Outlay Support	28.7	28.7	28.7	28.7	-	28.8
Capital Outlay	85.5	85.5	85.5	85.5	-	85.4
Total	114.2	114.2	114.2	114.2	-	114.2
San Mateo-Hayward						
Capital Outlay Support	28.1	28.1	28.1	28.1	-	28.1
Capital Outlay	135.4	135.4	135.4	135.4	-	135.3
Total	163.5	163.5	163.5	163.5	-	163.4
Vincent Thomas						
Capital Outlay Support	16.4	16.4	16.4	16.4	-	16.4
Capital Outlay	42.1	42.1	42.1	42.1	-	42.0
Total	58.5	58.5	58.5	58.5	-	58.4
San Diego-Coronado						
Capital Outlay Support	33.5	33.5	33.5	33.5	-	33.2
Capital Outlay	70.0	70.0	70.0	70.0	-	69.4
Total	103.5	103.5	103.5	103.5	-	102.6
Richmond-San Rafael						
Capital Outlay Support	134.0	127.0	127.0	127.0	-	126.6
Capital Outlay	780.0	698.0	698.0	698.0	-	666.6 *
Total	914.0	825.0	825.0	825.0	-	793.2
West Span Retrofit						
Capital Outlay Support	75.0	75.0	75.0	75.0	-	74.8
Capital Outlay	232.9	232.9	232.9	232.9	-	226.3
Total	307.9	307.9	307.9	307.9	-	301.1
West Approach						
Capital Outlay Support	120.0	120.0	120.0	120.0	-	98.0
Capital Outlay	309.0	309.0	309.0	309.0	-	257.3
Total	429.0	429.0	429.0	429.0	-	355.3
SFOBB East Span						
Capital Outlay Support	959.4	959.4	977.1	977.1	-	534.5
Capital Outlay	4,492.1	4,674.6	4,689.9	4,689.9	-	2,004.4
Other Budgeted Capital	35.1	31.8	7.7	7.7	-	0.6
Total	5,486.6	5,665.8	5,674.7	5,674.7	-	2,539.5
Miscellaneous Program Costs	30.0	30.0	30.0	30.0	-	24.7
Subtotal Capital Outlay Support	1,463.2	1,456.2	1,473.9	1,473.9	-	1,003.2
Subtotal Capital Outlay	6,321.8	6,419.0	6,410.2	6,410.2	-	3,627.0
Subtotal Toll Seismic Retrofit	7,785.0	7,875.2	7,884.1	7,884.1	-	4,630.2
Program Contingency	900.0	809.8	800.9	800.9	-	-
Total Toll Seismic Retrofit Program	**8,685.0**	**8,685.0**	**8,685.0**	**8,685.0**	**-**	**4,630.2**

Notes: * Budget for Richmond-San Rafael Bridge include $16.9 million of deck joint rehabilitation work that's considered to be eligible for seismic retrofit program funding.
(Due to the rounding of numbers, the totals above are shown within $0.1).

Appendix A-2.

Toll Bridge Seismic Retrofit Program - SAS Alternative
AB 144 Baseline Budget, Forecasts and Expenditures Through September 30, 2007

($ in millions)

Bridge	AB 144 Baseline Budget	TBPOC Current Approved Budget	Expenditures to date and Encumbrances as of Sept 2007 See Note (1)	Estimated Costs not yet Spent or Encumbered as of Sept 2007	Total Forecast as of Sept 2007 (Columns C +D)
Other Completed Projects					
Capital Outlay Support	144.9	144.9	144.7	0.2	144.9
Capital Outlay	472.6	472.6	472.6	0.1	472.7
Total	617.5	617.5	617.3	0.3	617.6
Richmond-San Rafael					
Capital Outlay Support	134.0	127.0	126.6	0.4	127.0
Capital Outlay	698.0	698.0	673.3	24.7	698.0
Project Reserves	82.0	-	-	-	-
Total	914.0	825.0	799.9	25.1	825.0
West Span Retrofit					
Capital Outlay Support	75.0	75.0	74.8	0.2	75.0
Capital Outlay	232.9	232.9	232.8	0.1	232.9
Total	307.9	307.9	307.6	0.3	307.9
West Approach					
Capital Outlay Support	120.0	120.0	99.2	20.8	120.0
Capital Outlay	309.0	309.0	299.8	9.2	309.0
Total	429.0	429.0	399.0	30.0	429.0
SFOBB East Span -Skyway					
Capital Outlay Support	197.0	197.0	172.4	24.6	197.0
Capital Outlay	1,293.0	1,293.0	1,338.2	(45.2)	1,293.0
Total	1,490.0	1,490.0	1,510.6	(20.6)	1,490.0
SFOBB East Span -SAS- Superstructure					
Capital Outlay Support	214.6	214.6	56.1	158.5	214.6
Capital Outlay	1,753.7	1,753.7	1,489.6	277.8	1,767.4
Total	1,968.3	1,968.3	1,545.7	436.3	1,982.0
SFOBB East Span -SAS- Foundations					
Capital Outlay Support	62.5	51.5	34.2	17.3	51.5
Capital Outlay	339.9	339.9	303.7	36.2	339.9
Total	402.4	391.4	337.9	53.5	391.4
Small YBI Projects					
Capital Outlay Support	10.6	10.6	10.2	0.4	10.6
Capital Outlay	15.6	15.6	16.2	(0.5)	15.7
Total	26.2	26.2	26.4	(0.1)	26.3
YBI Detour					
Capital Outlay Support	29.5	39.5	30.9	8.6	39.5
Capital Outlay	131.9	334.4	211.6	122.8	334.4
Total	161.4	373.9	242.5	131.4	373.9
YBI - Transition Structures					
Capital Outlay Support	78.7	78.7	16.0	62.7	78.7
Capital Outlay	299.4	276.1	0.1	276.0	276.1
Total	378.1	354.8	16.1	338.7	354.8
Oakland Touchdown					
Capital Outlay Support	74.4	74.4	28.5	63.6	92.1
Capital Outlay	283.8	283.8	219.1	83.4	302.5
Total	358.2	358.2	247.6	147.0	394.6
East Span Other Small Project					
Capital Outlay Support	212.3	213.3	197.2	16.1	213.3
Capital Outlay	170.8	170.8	92.7	53.9	146.6
Total	383.1	384.1	289.9	70.0	359.9
Existing Bridge Demolition					
Capital Outlay Support	79.7	79.7	0.3	79.4	79.7
Capital Outlay	239.2	239.2	-	222.0	222.0
Total	318.9	318.9	0.3	301.4	301.7
Miscellaneous Program Costs	30.0	30.0	28.9	1.1	30.0
Total Capital Outlay Support (2)	1,463.2	1,456.2	1,020.0	453.9	1,473.9
Total Capital Outlay	6,321.8	6,419.0	5,349.7	1,060.5	6,410.2
Program Total	**7,785.0**	**7,875.2**	**6,369.7**	**1,514.4**	**7,884.1**

(1). Funds allocated to project or contract for Capital Outlay and Support needs includes Capital Outlay Support total allocation for FY 06/07.
(2). Total Capital Outlay Support includes program indirect costs.
(Due to the rounding of numbers, the totals above are shown within $0.1).

Appendix B.

Toll Bridge Seismic Retrofit Program - SFOBB East Span Only
AB 144/SB 66 Baseline Budget, Forecasts, and Expenditures Through September 30, 2007

($ millions)

East Span Contract	AB 144/SB 66 Baseline	TBPOC Current Approved Budget See Note (1)	Second Quarter 2007 Forecast	Third Quarter 2007 Forecast	Variance (3rd Q07 - 2nd Q07)	Expenditures Through Sept 2007
SFOBB East Span -Skyway						
Capital Outlay Support	197.0	197.0	197.0	197.0	-	170.6
Capital Outlay	1,293.0	1,293.0	1,293.0	1,293.0	-	1,187.3
Total	1,490.0	1,490.0	1,490.0	1,490.0	-	1,357.9
SFOBB East Span -SAS- E2/T1 Foundations						
Capital Outlay Support	52.5	41.5	41.5	41.5	-	24.2
Capital Outlay	313.5	313.5	313.5	313.5	-	248.1
Total	366.0	355.0	355.0	355.0	-	272.3
SFOBB East Span -SAS- Superstructure						
Capital Outlay Support	214.6	214.6	214.6	214.6	-	50.8
Capital Outlay	1,753.7	1,753.7	1,767.4	1,767.4	-	301.5
Total	1,968.3	1,968.3	1,982.0	1,982.0	-	352.3
SFOBB East Span -SAS- W2 Foundations						
Capital Outlay Support	10.0	10.0	10.0	10.0	-	9.2
Capital Outlay	26.4	26.4	26.4	26.4	-	25.8
Total	36.4	36.4	36.4	36.4	-	35.0
YBI Detour						
Capital Outlay Support	29.5	39.5	39.5	39.5	-	29.5
Capital Outlay	131.9	334.4	334.4	334.4	-	106.3
Total	161.4	373.9	373.9	373.9	-	135.8
YBI - Transition Structures (Total, including the following split contracts and prior-to-split expenses)						
Capital Outlay Support	78.7	78.7	78.7	78.7	-	15.9
Capital Outlay	299.3	276.1	276.1	276.1	-	-
Total	378.0	354.8	354.8	354.8	-	15.9
YBI- Transition Structures Contract No. 1						
Capital Outlay Support				45.0		-
Capital Outlay				214.3		-
Total				259.3		-
YBI- Transition Structures Contract No. 2						
Capital Outlay Support				16.0		-
Capital Outlay				58.5		-
Total				74.5		-
YBI- Transition Structures Contract No. 3 - Landscape						
Capital Outlay Support				1.0		-
Capital Outlay				3.3		-
Total				4.3		-
Oakland Touchdown (Total, including the following split contracts and prior-to-split expenses)						
Capital Outlay Support	74.4	74.4	92.1	92.1	-	26.8
Capital Outlay	283.8	283.8	302.5	302.5	-	18.7
Total	358.2	358.2	394.6	394.6	-	45.5
Oakland Touchdown Contract - Submarine Cable						
Capital Outlay Support	-	-	3.0	3.0	-	0.8
Capital Outlay	-	-	9.6	9.6	-	7.8
Total	-	-	12.6	12.6	-	8.6
Oakland Touchdown Contract No. 1 (Westbound)						
Capital Outlay Support	-	-	49.9	49.9	-	5.6
Capital Outlay	-	-	226.5	226.5	-	10.9
Total	-	-	276.4	276.4	-	16.5
Oakland Touchdown Contract No. 2 (Eastbound)						
Capital Outlay Support	-	-	15.8	15.8	-	0.3
Capital Outlay	-	-	62.0	62.0	-	-
Total	-	-	77.8	77.8	-	0.3
Oakland Touchdown Contract - Electrical Systems						
Capital Outlay Support	-	-	1.4	1.4	-	0.1
Capital Outlay	-	-	4.4	4.4	-	-
Total	-	-	5.8	5.8	-	0.1

Appendix B. (Cont'd.)

Toll Bridge Seismic Retrofit Program - SFOBB East Span Only
AB 144/SB 66 Baseline Budget, Forecasts, and Expenditures Through September 30, 2007

($ millions)

East Span Contract	AB 144/SB 66 Baseline	TBPOC Current Approved Budget See Note (1)	Second Quarter 2007 Forecast	Third Quarter 2007 Forecast	Variance (3rd Q07 - 2nd Q07)	Expenditures Through Sept 2007
YBI/SAS (Archeology)						
Capital Outlay Support	1.1	1.1	1.1	1.1	-	1.1
Capital Outlay	1.1	1.1	1.1	1.1	-	1.1
Total	2.2	2.2	2.2	2.2	-	2.2
YBI - USCG Rd Relocation						
Capital Outlay Support	3.0	3.0	3.0	3.0	-	2.7
Capital Outlay	3.0	3.0	3.0	3.0	-	2.8
Total	6.0	6.0	6.0	6.0	-	5.5
YBI - Substation and Viaduct						
Capital Outlay Support	6.5	6.5	6.5	6.5	-	6.4
Capital Outlay	11.6	11.6	11.6	11.6	-	11.3
Total	18.1	18.1	18.1	18.1	-	17.7
Oakland Geofill						
Capital Outlay Support	2.5	2.5	2.5	2.5	-	2.5
Capital Outlay	8.2	8.2	8.2	8.2	-	8.2
Total	10.7	10.7	10.7	10.7	-	10.7
Pile Installation Demonstration Project						
Capital Outlay Support	1.8	1.8	1.8	1.8	-	1.8
Capital Outlay	9.2	9.2	9.2	9.2	-	9.2
Total	11.0	11.0	11.0	11.0	-	11.0
Existing Bridge Demolition						
Capital Outlay Support	79.7	79.7	79.7	79.7	-	0.3
Capital Outlay	239.2	239.2	222.0	222.0	-	-
Total	318.9	318.9	301.7	301.7	-	0.3
Stormwater Treatment Measures						
Capital Outlay Support	6.0	8.0	8.0	8.0	-	7.4
Capital Outlay	15.0	18.3	18.3	18.3	-	14.5
Total	21.0	26.3	26.3	26.3	-	21.9
Right-of-way and Environmental Mitigation						
Capital Outlay Support	-	-	-	-	-	-
Capital Outlay	72.4	72.4	72.4	72.4	-	38.8
Total	72.4	72.4	72.4	72.4	-	38.8
Sunk Cost - Existing East Span Retrofit						
Capital Outlay Support	39.5	39.5	39.5	39.5	-	39.5
Capital Outlay	30.8	30.8	30.8	30.8	-	30.8
Total	70.3	70.3	70.3	70.3	-	70.3
Environmental Phase (Expended)						
Capital Outlay Support	97.7	97.7	97.7	97.7	-	97.7
Project Expenditures, Pre-splits						
Capital Outlay Support	44.9	44.9	44.9	44.9	-	44.9
Non-project Specific Costs						
Capital Outlay Support	20.0	19.0	19.0	19.0	-	3.2
Subtotal East Span Capital Outlay Support	959.4	959.4	977.1	977.1	-	534.5
Subtotal East Span Capital Outlay and Sunk Costs	4,492.1	4,674.6	4,689.9	4,689.9	-	2,004.4
Other Budgeted Capital	35.1	31.8	7.7	7.7	-	0.6
Total SFOBB East Span	**5,486.6**	**5,665.8**	**5,674.7**	**5,674.7**	**-**	**2,539.5**

(1) Current contract allotment to install two submarine electrical cables is $11.5 million. Additional non-program funding to support this allocation beyond the $9.6 million of available programs funds has been made available by the Treasure Island Development Authority.
(Due to the rounding of numbers, the totals above are shown within $0.1).

Appendix C.

CTC TBSRP Contributions
Adopted December 2005

Schedule of Contributions to the Toll Bridge Seismic Retrofit Program ($ million)

Source	Description	2005-06 (Actual)	2006-07 (Actual)	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	Total
AB 1171	SHA	290									290
	PTA	80	40								120
	Highway Bridge Replacement and Rehabilitation (HBRR)	100	100	100	42						342
	Contingency				1	99	100	100	148		448
AB 144	SHA*	2	8				53	50	17		130
	Motor Vehicle Account (MVA)	75									75
	Spillover		125								125
	SHA**									300	300
	Total	547	273	100	43	99	153	150	165	300	1830

** Caltrans Efficiency Savings*

*** SFOBB East Span Demolition Cost*

Appendix D.
Project/Contract Photographs
SFOBB East Span Replacement Project
Skyway Contract

Skyway - Barge used for the Box Girder Soffit Repairs

Skyway- Looking West

Skyway - Overlay Operation

Skyway – Painting Bike Path Railing

Skyway Contract (Cont'd.)

Skyway - Overlay Operation

Skyway - Bridge Looking East from Yerba Buena Island

Skyway - Stairs Leading to the Substation

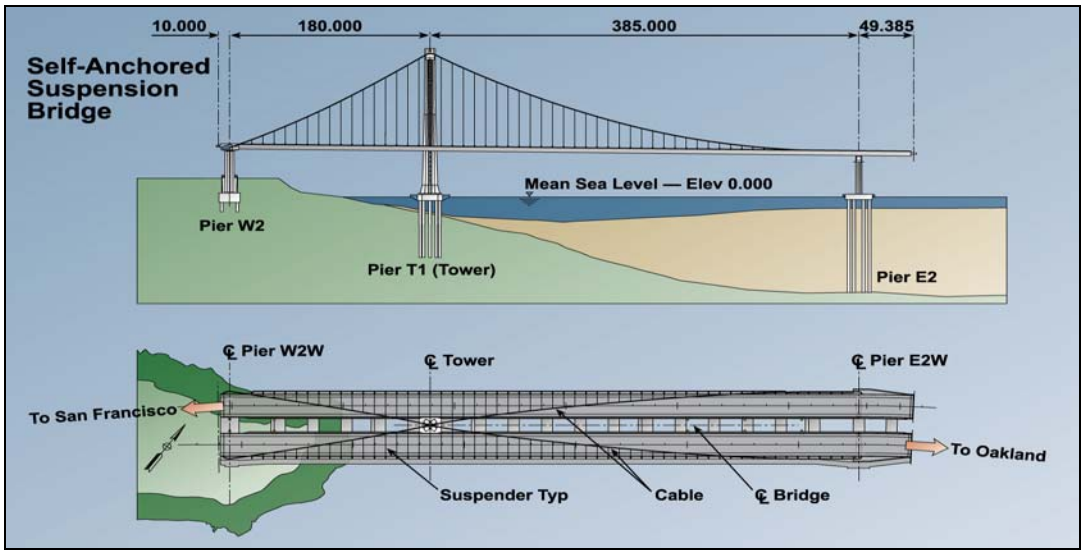
Skyway - Painting the OBG

Skyway - Looking West

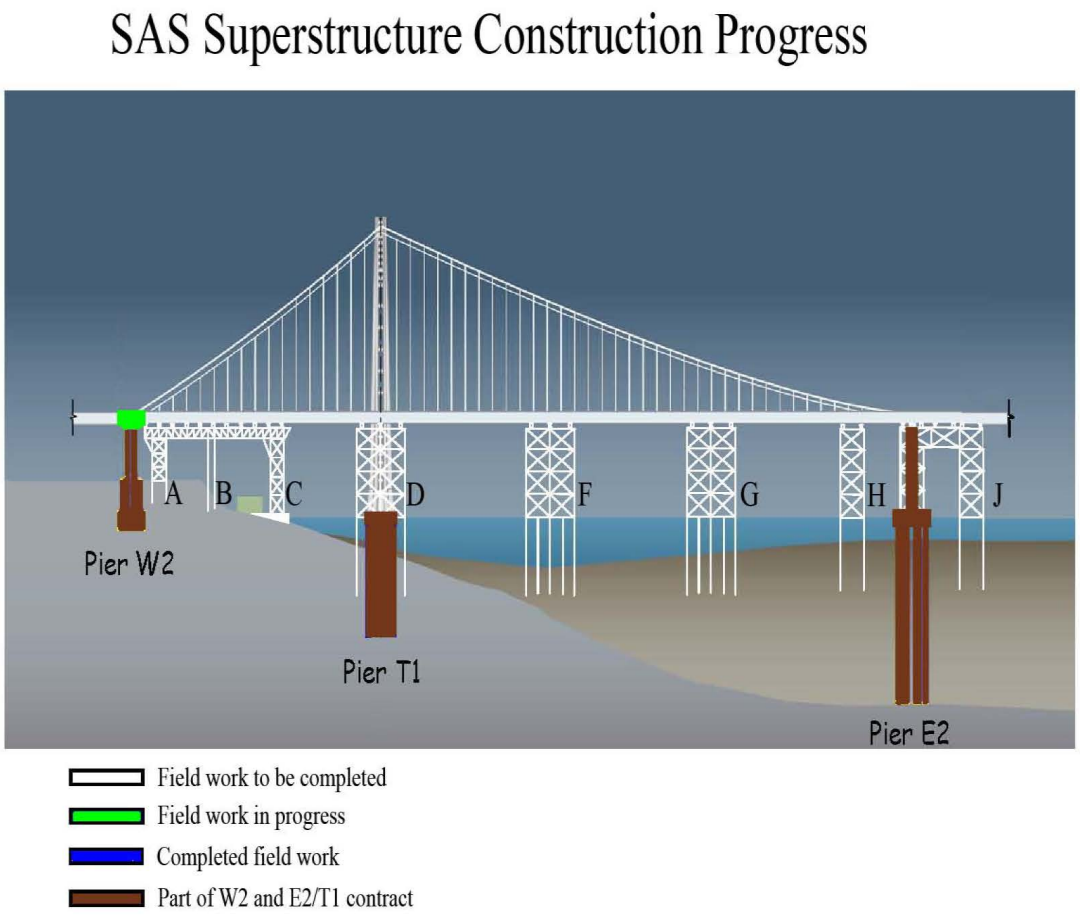
Skyway - Painting the OBG

SAS Superstructure Contract

SAS Superstructure Artist Rendition



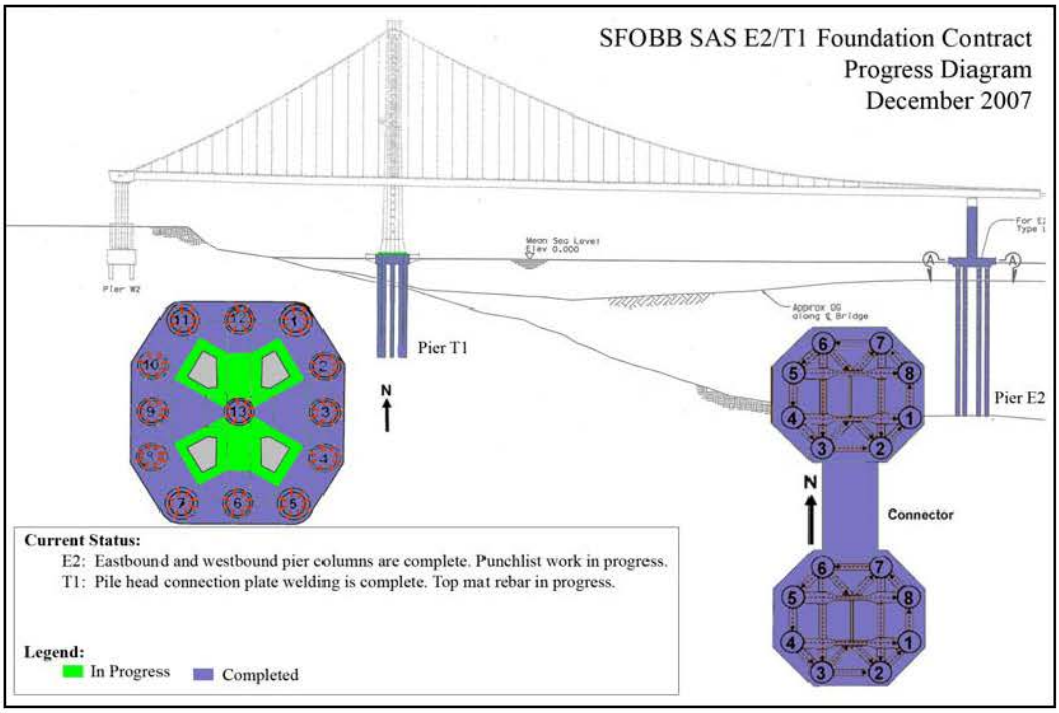
SAS Superstructure Contract (Cont'd.)



YBI W2 & W3 Bents for the Transition Structure

YBI W2 Bent for the Transition Structure

SAS E2/T1 Foundations Contract



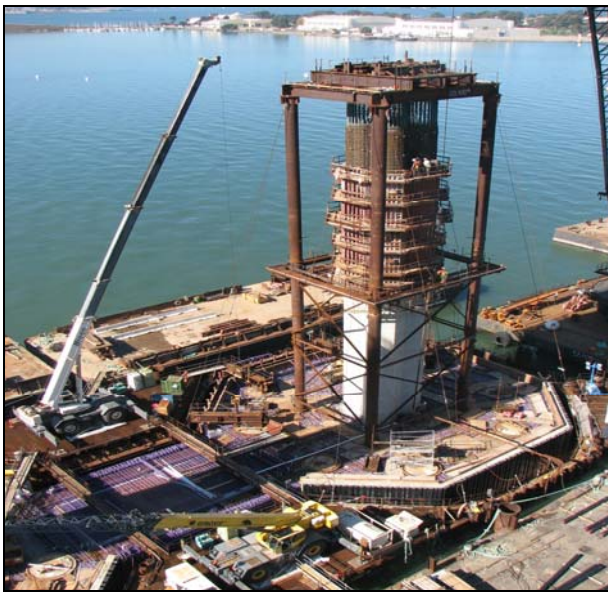
SAS E2-T1 - Eastbound Column at E2

SAS E2-T1 - Westbound Column at E2

SAS E2/T1 Foundations Contract (Cont'd.)

T1 = Foundation for the 530-foot steel tower
E2 = Eastern Support of the suspension roadway
W2 = Western Support of the suspension roadway

SAS - W2 Bent Cap



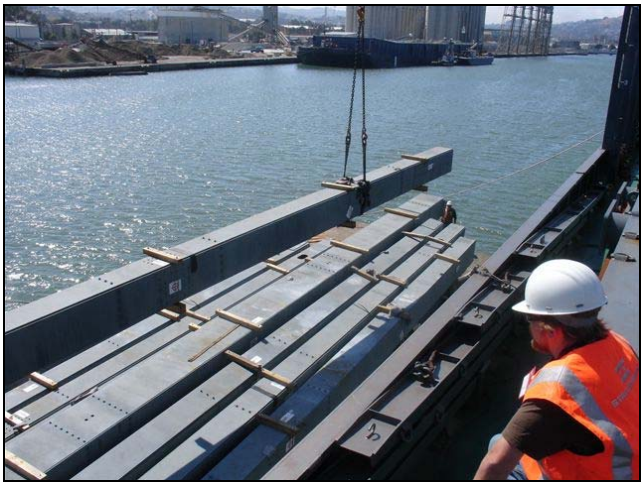
E2-T1 Forming Second Lift of Westbound E2

YBID and Stormwater Contracts

YBID - Advanced Work and Viaduct Columns

YBID - Viaduct First Steel Shipment

YBID - Viaduct First Steel Shipment

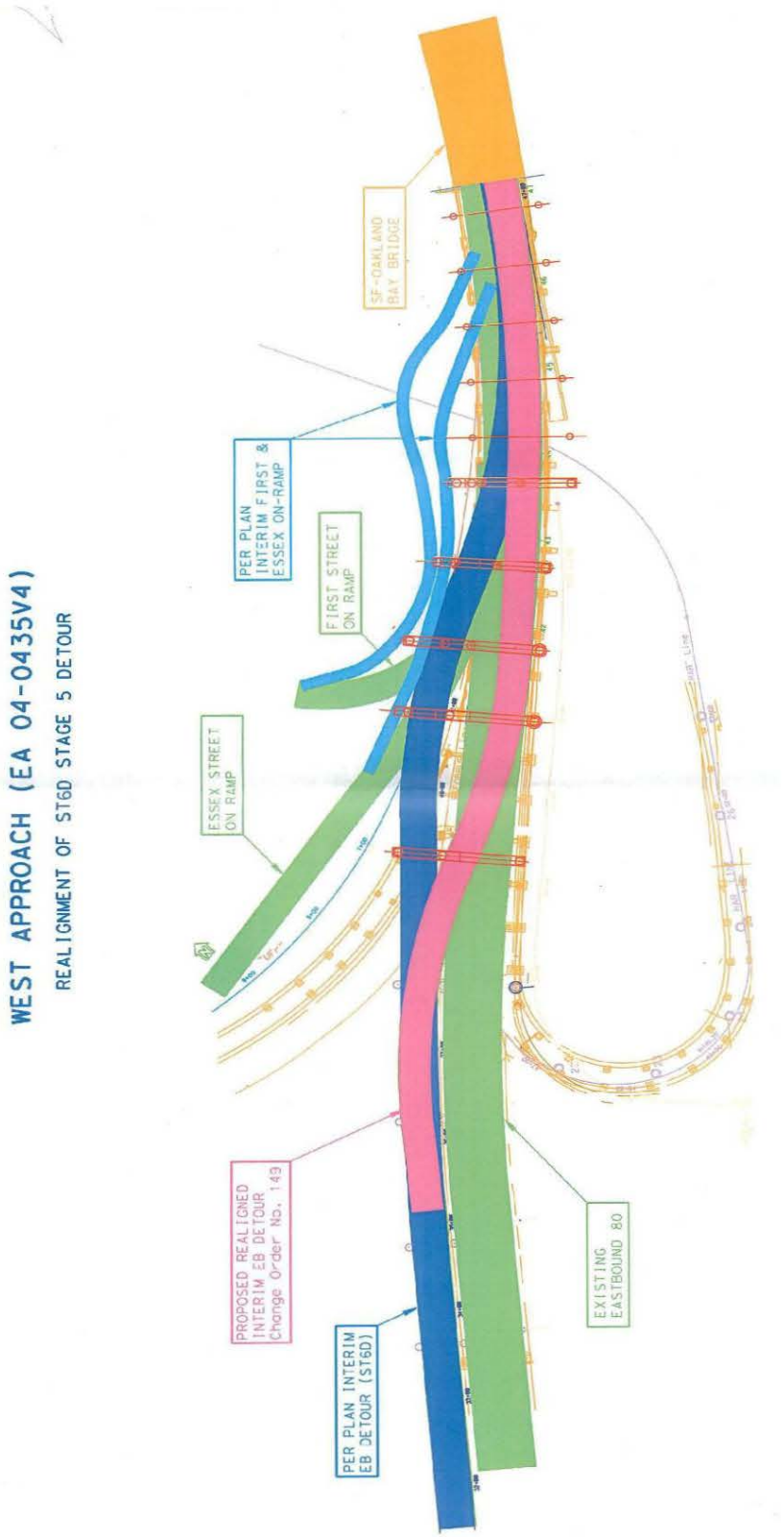


YBID - Viaduct First Steel Shipment

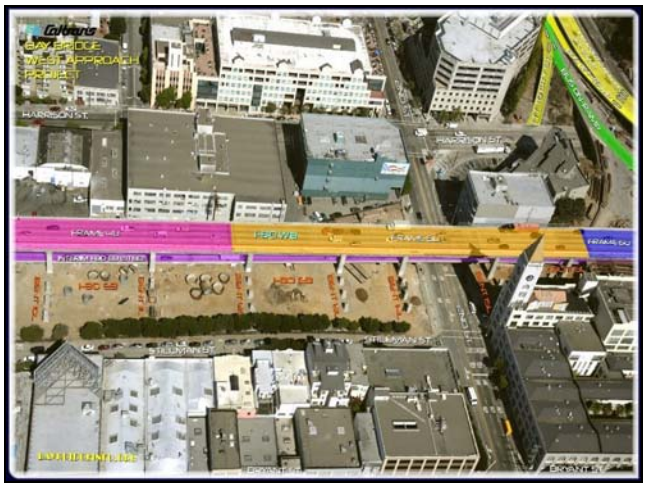
Stormwater Erosion Control

Stormwater 2 Erosion Control

SFOBB West Approach Replacement Project



SFOBB West Approach Replacement Project (Cont'd.)



West Approach - Overhead of 2nd St.

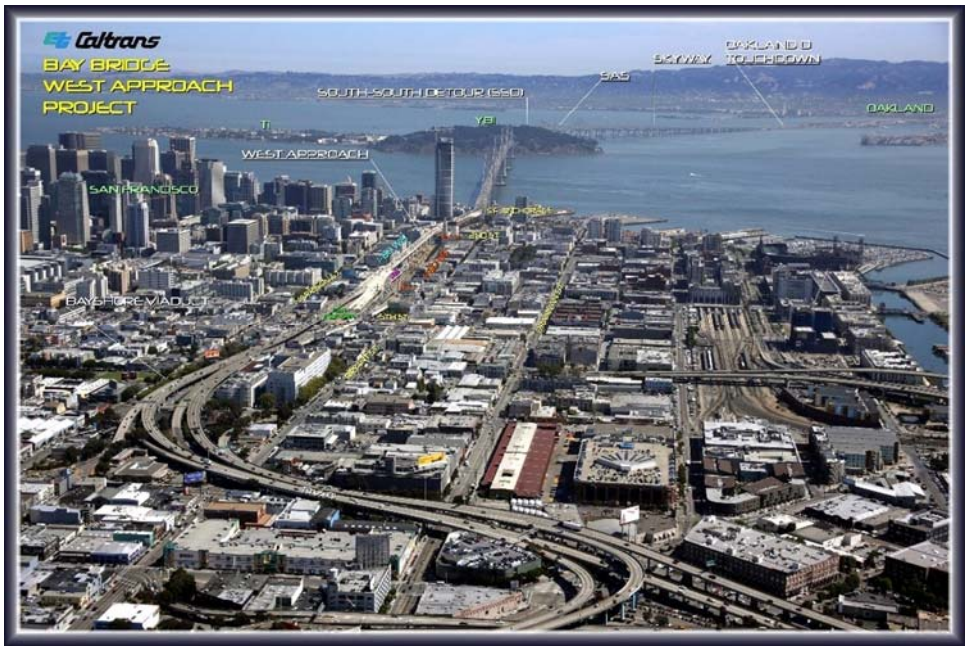
West Approach - Overhead of the 5th St. Off Ramp

West Approach -Overhead of the 5th St. Off Ramp

West Approach –Harrison St. Off Ramp

West Approach – Overhead Between 2nd Street and 3rd Street

SFOBB West Approach Replacement Project (Cont'd.)



West Approach Overhead View Looking East at Yerba Island

West Approach Overhead View Looking North

ITEM 4: PROGRAM ISSUES

ITEM 4: PROGRAM ISSUES

a. LD/TRO/Project Specific Insurance Policy

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** January 31, 2008

FR: Project Management Team

RE: Agenda No. - 4a

Item- San Francisco-Oakland Bay Bridge

Proposed Revision to SAS Contract Incentive

Recommendation:

INFORMATION

Cost:

N/A

Schedule Impacts:

N/A

Discussion:

Gary Pursell, the Resident Engineer for the Self Anchored Suspension Span (SAS) contract, has developed a proposal for revising the current contract incentive. The proposal is designed to address identified deficiencies with the current incentive contained in the contract. A significant increase to the incentive is part of the proposal, as is a novel idea in which liquidated damages (LDs) are waived by the Department in exchange for an agreed on cap on time related overhead (TRO) expenses. The overall goal of the proposal is to create a compelling incentive and a working environment that will strongly encourage a team approach between the Department and American Bridge/Fluor, avoiding claim posturing and focusing early delivery.

The PMT is in agreement that the current incentive specification is in need of revision. The proposal regarding LDs and TRO is a significant departure from the Department's normal practice; the PMT believes that this element of the proposal merits consideration but needs further analysis. The Public Contract Code (PCC) currently requires that the Department's contracts include an LD specification (PCC section 10226). However, the

SAS is exempt from the LD requirement in this section, pursuant to Streets and Highways Code section 180.1 (applicable to the SFOBB East Span Seismic Safety Project by the terms of Assembly Bill 144).

This proposal is being presented to the TBPOC for comments and direction. A copy of a detailed analysis of the proposal, prepared by Gary Pursell, follows this memo.

Attachment: Restructured Incentive-Disincentive Proposal, LDs for TRO - White Paper

Restructured Incentive-Disincentive Proposal
LDs for TRO
White Paper

Prepared by: Gary Pursell, Resident Engineer
SFOBB – SAS (04-0120F4)

Restructured Incentive-Disincentive Proposal Summary

In general, the proposal would:

- Relieve the Contractor of Liquidated Damages (LDs), and liability for delay damages
- Cap Time Related Overhead (TRO) payments at the value provided in the Engineers Estimate and bid
- Revise and increase the incentive formula for early completion

Goal

The goal of the Bay Bridge Team is to deliver a seismically safe structure as early as feasible. The critical path for completion of the east span of the Bay Bridge runs through the Self-Anchored Suspension (SAS) Bridge contract. This contract requires state of the art design and construction that has never been performed in the United States, though similar projects have successfully been completed in other parts of the world. The Toll Bridge Program Oversight Committee (TBPOC) has directed the Project Management Team, Caltrans and American Bridge/Fluor (ABF), to do everything possible to accelerate the SAS contract. The Team faces many challenges in trying to accommodate the goal of the TBPOC. Caltrans and ABF have addressed, or are in the process of addressing many potential challenges, both technical and contractual, and are in the midst of resolving hundreds of fabrication issues faced by the fabricator, ZPMC, in China.

One issue that ABF has questioned is the structure of the incentive/disincentive clause currently in the contract documents. I have reviewed the incentive/disincentive milestones contained in the current contract, assessed priorities, and recommend a revised program as proposed in this paper. This paper generally refers to Caltrans as the existing contract is between Caltrans and ABF. However, this is a major policy question that must be considered by the Project Management Team and the TBPOC. Risks and benefits discussed are therefore risks and benefits to all.

Introduction / Background

Caltrans executive management has pledged to ABF, and similarly assured Caltrans staff and representatives, that management of the SAS contract would "not be business as usual." Given the complex nature of the Project, the critical timelines involved, early completion goals and the potential for delays, it is imperative that Caltrans work closely in collaboration with ABF to meet these project goals. The major challenges that Caltrans and ABF faces are as follows:

1) Workmanship/Quality
2) Contract Specifications
3) Incentive/Disincentive Clauses

Workmanship Caltrans and ABF have both expressed concerns regarding the management of quality for work to be produced by foreign fabricators. The concerns are as much a fear of the unknown as through actual experience, as Caltrans has previously reviewed trial welding performed by ZPMC and the experience was not initially consistent with specifications. In addition, a number of welding specification issues were raised by the contractor on the Skyway project, which in turn, were heard by the Dispute Review Board (DRB). On the whole, Caltrans fared poorly in the resolution of these disputes. It is anticipated similar issues will arise during fabrication of the SAS. It is noted Caltrans made many modifications to the welding specifications for the SAS as a result of experience with the Skyway and other contracts. Caltrans and ABF are continuing to evaluate and resolve numerous weld quality and constructability problems. One advancement in the effort to lower risks to the project has been to assign Caltrans' construction and design personnel to support and supplement the METS team in making timely and effective decisions at the fabrication plant. The project team is currently evaluating

how to assure weld quality through possible increased training, certification and potential incentive. Similar welding issues will also have to be addressed for on-site erection.

The highest risk factor to the success of the SAS Project has been identified by Risk Management as steel fabrication, welding, and constructability problems, along with the potential for very costly time delays associated with complex structural steel fabrication. Although ZPMC has extensive steel fabrication experience in its area of specialization – port container and gantry cranes – it is somewhat of a new entry into the field of steel bridge fabrication, which is significantly more challenging. This has compelled both ABF and Caltrans to enlist the finest expertise available in both welding and steel fabrication procedures. Thus, it is imperative the ABF and Caltrans' experts work in close cooperation, rather than engaging in the adversarial relationship which sometimes exists between a contractor and an owner. Discussions with ABF regarding sharing experts have led to the following proposal; a means to resolving issues as they arise so Caltrans and ABF can stay focused on the ultimate objective, achieving seismic safety at the earliest possible time.

Contract Specifications The conventional Caltrans contract language included in the SAS contract creates a number of potential impediments to achieving the early completion goal, including liquidated damages (LDs), notices of potential claim (NOPC), Critical Path Method scheduling, "state-owned" float, and time related overhead (TRO) provisions. These contract requirements can encourage and bring about a divisive, contentious and counterproductive relationship between a contractor and an owner. On a typical project, this relationship can be successful, but the extensive challenges associated with a technically complex "state of the art" project is likely to lead to the arrangement as counterproductive to resolving the many complex issues in an efficient and timely manner.

In discussions with ABF regarding potential claim positioning, scheduling games, fear of deception, documentation to protect respective interests, case building, "claimsmanship," etc., ABF often refers to the contract's inherent contentious language and arduous administrative requirements, which can compel them into a defensive position. ABF has indicated that the contract, with its various provisions for LDs, withholds, penalties, timely notice, TRO, CPM schedule, time impact analysis, and state-owned float requirements, does tend to force ABF to enter into a somewhat isolated, cautious, unforthcoming, and contentious relationship with Caltrans.

A review of major Toll Bridge Program contracts, as shown in the following table, reveals that most projects have experienced significant increases in both time of performance and cost, indicating current contract language does not produce the desired outcome; cost containment and/or early delivery. Furthermore, LDs were not assessed on any of the following projects.

Project	Bid ($M)	Final Cost ($M)	Bid Work Days	Final Work Days	Bid TRO ($M)	TRO Paid ($M)	TRO Increase (%)
New Benicia-Martinez Bridge	287	754	1020	2063	29.4	59.4	102
SFOBB - Skyway	1044	1205	1000	1307	208.0	235.5	13
New Carquinez Bridge	188	252	1200	1719	26.0	37.3	43
SFOBB West Spans Project 16	16	20	605	696	1.4	2.0	45
SFOBB West Spans Project 18	147	183	1250	1465	21.3	23.9	12
West Approach	178	244	1824	1876	38.3	39.4	3
Richmond-San Rafael Retrofit	484	762	1450	1450	65.3	75.3	15

San Mateo-Hayward Widening	113	138	700	770	8.4	9.0	7
Coranado Bridge Retrofit	44	54	780	843	6.3	8.3	31

Incentive/Disincentive Clauses The SAS contract contains three contract completion dates, or Phases, as shown below, with LDs assessed at $100,000/day, to a maximum of $125,000,000, for Contractor caused delays to the completion of either Phase 1, 2, or 3. The contract further provides an incentive payment of $50,000/day to the Contractor for each and every day Phase 1 is completed early, with the total incentive capped at $9M.

Phase	Description	Work Days	Schedule
1	Completion of west end (W2) to allow YBI tie-in.	2130	Mar. 2012
2	Completion of all work to open westbound traffic	2310	Sept. 2012
3	Completion of all remaining work	2490	Mar. 2013

On the other hand, Caltrans-caused delays will entitle the Contractor to contract time extensions and additional TRO payments of $87,000/day based on the contract unit bid price. Such delays will not be charged against allowed work days with respect to achieving the incentive. The current incentive/disincentive proposal acts to encourage the Contractor to assert that all delays are Caltrans responsibility to both avoid exposure to LDs and to receive the incentive payment.

As part of their Cost Reduction Incentive Proposals (CRIP), ABF requested that the incentive be revised. ABF believes the specified incentive payment is counterproductive and may actually cause them to delay delivery of one phase, in an effort to meet a deadline for a subsequent phase. Although the CRIP proposals were not acceptable as meeting the CRIP criteria, Caltrans has reviewed the CRIPs and specifications and agrees that revisions to the incentive/disincentive structure are warranted.

A copy of relevant specifications is attached to the end of this memo.

This proposal, and associated contract changes, are designed to increase Contractor incentives and put aside the conventional barriers inherent in the contract that inhibit the collaborative working relationship, which will be crucial to the success of the SAS Project.

Restructured Incentive-Disincentive Proposal

The proposed restructured incentive-disincentive proposal is as follows:

1. The Contractor will be relieved of LDs and liability for delay damages, provided he makes commercially reasonable efforts to aggressively expedite the prosecution of the work to completion. In consideration of such relief, ABF will:

   a) provide complete, accurate CPM schedules representative of the work to be prosecuted,
   b) provide full and complete disclosure of potential risks and issues impacting the progress of the work, including Contractor's means and methods,
   c) make available to Caltrans the results of ABF's construction risk management analysis and contingency plans with respect to work schedule,
   d) work cooperatively with Caltrans staff in order to identify opportunities to expedite the progress of the work.

2. In exchange for relief from delay damages, the Contractor will not be compensated for TRO in addition to that provided in the original contract, regardless of the cause of delay, provided Caltrans makes reasonable efforts to assist AB/F in the goal of aggressively expediting the prosecution of the work to completion. Caltrans' assistance will include, but will not be limited to:

a) providing on-site technical resources in collaboration with ABF to avoid potential delays and/or early resolution of technical challenges,
b) participation in joint resolution of potential impediments to the project schedule,
c) streamlining administrative actions and expediting review of RFI's and submittals, and,
d) modifying contract requirements, where appropriate, to expedite completion of the work.

3. There will be no time adjustments, either time credits or time extensions, applied to the contract working days specified for Phase 1, Phase 2, or Phase 3, except for the 30 day time extension provided in CCO 10 for submission of preliminary CRIP proposals.

4. The Contractor maintains the right to pursue compensation for direct damages due to Caltrans caused delays, e.g., Right of Way delays, and the Contractor maintains rights under Section 7102 of the Contract Code. Should the Contractor pursue claims for time related delay damages other than direct costs, the State may, at it's option, negate this agreement and revert to the provisions of the contract changed by this agreement, including incentive provisions.

5. The incentive program will be revised as follows:

a) The incentive for early completion of Phase 1 will be eliminated.
b) An incentive for early completion of Phase 2 will be added in the amount of $100,000 (or TBD, stepped?) for each and every working day less than the number of working days prescribed for Phase 2, provided Phase 1 is completed 180 working days or more prior to the actual Phase 2 completion date. If Phase 1 is completed less than 180 working days prior to the actual Phase 2 completion, the incentive will be reduced by $100,000 (or TBD) for each and every working day less than 180 working days between Phase 1 and Phase 2 completion.
c) The above incentive will be paid only if the contract is completed without time related NOPC's or other claims for delays.

Proposal Discussion

The contract values for LDs ($100,000/day) and TRO ($87,000/day) are comparable. Rather than the standard assessment of liquidated damages, the objective of this proposal is to place the deterrent for late contract completion on the denial of additional time related overhead. The Contractor would forfeit additional payments and be responsible for TRO for both State and Contractor caused delays.

Liquidated damages for unsatisfactory progress are assessed on a percentage of Caltrans contracts. Many contractors claim that Caltrans is partially or entirely responsible for the delays, and/or other damages under the contract. Although LDs are withheld during contract performance, it is not uncommon for LDs to be released through the claims resolution process, whether justified or not, as part of a full settlement of all claims agreements. Similarly, the probability of LDs being withheld on the final estimate of the SAS contract is very low.

On the other hand, it is quite common for Caltrans to grant TRO time extensions in the range of 10%-15% of the original contract time. For example, TRO time extensions on the Skyway contract are currently at 13% of the original contract time, with additional TRO payments exceeding $27M.

To illustrate this point, if the SAS contract were completed with additional TRO payments at, say, 10% of the original 2490 working days, this would equate to the following additional TRO payment:

10% x 2490 working days = 249 working days @ $87,000/day = $21.6M

Taking the above example into account, if there are no LDs assessed in the final estimate of the SAS contract, then the State would be responsible for TRO payments of approximately twenty million dollars. In this likely scenario, the proposal being presented would save the State tens of millions in TRO payments.

Looking at another scenario, assuming a one-year delay in the SAS Project, with 6 months attributable to the Contractor and 6 months attributable to the State, the assessment of LDs and payments for TRO would be as follows:

TRO Payments:	180 days x $87,000 =	$15.6M
LDs Assessment:	180 days x $100,000 =	($18.0M)
Net Credit to the State this Example:		($ 2.4M)

In this example, although the Project is delayed a year, the net penalty/adjustment is relatively nil, as LDs are offset by TRO payments.

In addition to the apparent monetary advantage to Caltrans, a more compelling and significant advantage to the project would be to render useless the adversarial and negative forces inherent in the contract, i.e., LDs and state owned float for Caltrans; TRO and NOPCs for delay for ABF. This would negate or defuse the inevitable dispute over contract time and responsibility in the event of a delay, and foster a collaborative working relationship to better achieve the project schedule demands.

Without the pressure on both parties to avoid LD's and TRO, there would be little or no motivation to engage in traditional, counterproductive posturing and claims building exercises between the Contractor and Owner. Resources for both parties could be redirected and focused on working collaboratively to expedite the project schedule demands.

The agreement notwithstanding, ABF would maintain its rights under Section 7102 of the Public Contract Code. That is, in the event of an unreasonable delay caused by Caltrans, ABF would retain rights under the law to pursue damages for delay as provided in Section 7102. Furthermore, ABF would not be precluded from seeking direct costs for delays such as right-of-way damages. In the event that ABF pursues time related damages for delays, Caltrans reserves the right to return to the original contract language.

To further encourage the Contractor to expedite the project schedule, the current incentive structure contained in the contract should be enhanced, with the exact nature of the enhancements to be determined upon further discussion. For perspective, if the incentive were raised to $100,000 per day and applied to Phase 2 only, as proposed, and the Contractor completed the work one year early, the total incentive paid would be approximately $36.5M (365 x $100,000).

The proposed agreement could be characterized as a hybrid contract/partnering agreement, designed to focus the project team's efforts on the key objective, advancing the opening of the Bay Bridge at the earliest possible time. The more terms, conditions, protections and legalities added to this agreement, the more barriers are introduced that prevent achieving the key objective.

Given the determination of the world-class Contractor, ABF, the global nature of key vendors, and the associated risks involved, it can be said the SAS Bridge will be built as quickly as it possibly can, regardless of the assessment of LDs or payments for TRO. The Contractor has every reason to complete the project in a timely manner, regardless of the assessment of LD's and/or additional TRO payments. On the other hand, removing contractual barriers, which inhibit a collaborative working relationship, while improving incentives and promoting a partnering spirit, will improve the likelihood of early completion and a successful project.

Risk Assessment Versus Improved Incentives

In consideration of the potential risks in comparison with improved incentive by implementing this proposal, look at the potential outcomes of two worst case and a best case scenarios.

1. Contract completed one year late due to Contractor caused delay.
2. Contract completed one year late due to State caused delay.
3. Contract completed one year early with enhanced incentives.

1. Contract completed one year late due to Contractor caused delay:

Resulting Outcome:

- Contractor is not assessed $36.5M in LDs that would otherwise be withheld by Caltrans.
- The State will not pay additional TRO.
- Contractor is responsible for his own TRO, which at unit bid price would amount to $31.8M.
- The Contractor may pursue time related damages for delays under 7102 of the Contract Code.
- If the Contractor pursues delay damages, the State has the option to revert back to the provisions of the original contract related to the assessment of LDs, and other requirements related to delay claims.

Discussion:

This scenario represents the largest risk/disadvantage to Caltrans in that the Caltrans would be denied some $36M in LDs for late performance due entirely to lack of timely performance on the Contractor's part. However, the scenario is highly unlikely. Regardless of the actual cause of delays, the Contractor would undoubtedly claim that Caltrans was responsible to some extent due to cumulative effect of RFI's or CCO's, design deficiencies, ambiguities, etc. Any resolution would likely involve shared responsibilities with, under current contract language, any LDs ultimately withheld being offset by additional TRO payments, as indicated in the above example.

2. Contract completed one year late due to State-caused delay:

Resulting Outcome:

- The Contractor would not be assessed LDs due to State caused delay.
- The Contractor would not be compensated for additional TRO in the amount of $31.8M, which Caltrans would otherwise be obligated to pay.
- The Contractor may pursue time related damages for delays under 7102 of the Contract Code.
- If the Contractor pursues delay damages, the State has the option to revert back to the provisions of the original contract related to the assessment of LDs, and other requirements related to delay claims.

Discussion:

Caltrans would benefit in this scenario in that it would realize a savings of $31.8M in TRO payments which the Contractor would otherwise be entitled to. However, the Contractor would likely pursue claims for delay damages because the delays were solely caused by the State, and Caltrans would likely exercise the option to revert back to the original contract provisions regarding resolution of time related disputes.

3. Contract completed one year early with enhanced incentives:

Resulting Outcome:

- Contractor is not assessed LDs.

- Contractor receives incentive payment of $36.5M, based on $100k/day.
- Contractor realizes the added benefit of one year unexpended TRO, which at unit bid price would amount to a $31.8M bonus.
- Total incentive would be $68.3M ($36.5M incentive + $31.8M TRO savings).
- The public realizes benefits of an early opening.

Discussion:
This scenario achieves the desired project goal. The restructured incentive-disincentive proposal would improve the odds of this outcome by removing adversarial contractual barriers, which otherwise inhibit a collaborative effort between the Contractor and Caltrans. Thus, permitting a working alliance to mitigate costs and reduce risks to the project schedule.

RELEVANT SPECIAL PROVISIONS

From initial advertisement

SECTION 4. BEGINNING OF WORK, TIME OF COMPLETION AND LIQUIDATED DAMAGES

Attention is directed to the provisions in "Order of Work,"of these special provisions, Section 8-1.03, "Beginning of Work," Section 8-1.06, "Time of Completion," and Section 8-1.07, "Liquidated Damages," of the Standard Specifications, and these special provisions.

The Contractor shall begin work within 15 calendar days after the contract has been approved by the Attorney General or the attorney appointed and authorized to represent the Department of Transportation.

The second through fourth paragraphs, inclusive, and the first sentence of the fifth paragraph of Section 8-1.06, "Time of Completion," of the Standard Specifications shall not apply. A working day is defined as any day, with no exceptions.

The work shall be completed in phases as described in Section 10-1.01 "Order of Work" of these special provisions.

Phase 1 work shall be diligently prosecuted to completion before the expiration of **650 WORKING DAYS** beginning on the fifteenth day after approval of the contract.

The Contractor shall pay to the State of California the sum of $100,000 per day as liquidated damages, for each and every day's delay in completing Phase 1 work in excess of the number of working days prescribed above for Phase 1, not to exceed $18,000,000.

Phase 2 work shall be diligently prosecuted to completion before the expiration of **1770 WORKING DAYS** beginning on the fifteenth day after approval of the contract.

The Contractor shall pay to the State of California the sum of $100,000 per day as liquidated damages, for each and every day's delay in completing Phase 2 work in excess of the number of working days prescribed above for Phase 2.

Phase 3 work shall be diligently prosecuted to completion before the expiration of **1950 WORKING DAYS** beginning on the fifteenth day after approval of the contract.

The Contractor shall pay to the State of California the sum of $100,000 per day as liquidated damages, for each and every day's delay in completing Phase 3 work in excess of the number of working days prescribed above for Phase 3.

Phase 4 work shall be diligently prosecuted to completion before the expiration of **2130 WORKING DAYS** beginning on the fifteenth day after approval of the contract.

The Contractor shall pay to the State of California the sum of $100,000 per day as liquidated damages, for each and every day's delay in completing Phase 4 work in excess of the number of working days prescribed above for Phase 4.

Should two or more liquidated damages accrue concurrently, no more than $100,000 per day will be assessed. Total liquidated damages for the project will not exceed $125,000,000.

Inspection, testing, and review duties performed by the Engineer shall be considered as included in the number of working days for completion of the phases of work and no extensions of time will be allowed for such actions in determining liquidated damages.

The time limit specified for the completion of the work contemplated herein is considered insufficient to permit completion of the work by the Contractor working a normal number of hours per day or week on a single shift basis. Should the Contractor fail to maintain the progress of the work in accordance with the "Progress Schedule (Critical Path Method)" required in these special provisions, additional shifts will be required to the extent necessary to ensure that the progress conforms to the above mentioned schedule and that the work will be completed within the time limit specified.

Full compensation for additional costs occasioned by compliance with the provisions in this section shall be considered as included in the prices paid for the various contract items of work and no additional compensation will be allowed therefor.

SECTION 10. CONSTRUCTION DETAILS

SECTION 10-1. GENERAL

10-1.01 ORDER OF WORK

Order of work shall conform to the provisions in Section 5-1.05, "Order of Work," of the Standard Specifications and these special provisions.

Attention is directed to "Strong Motion Detection System," of these special provisions regarding the order of work concerning electrical work for the seismic monitoring system.

No above ground electrical work shall be performed on any system within the project site until all Contractor-furnished electrical materials for that individual system have been tested and delivered to Contractor.

For each box girder location at Pier E2, the shear key shall be installed before the spherical bushing bearings are installed.

The State will furnish to the Contractor working drawings for the as-fabricated tower footing and a steel template with holes that correspond to the as-fabricated location of the tower anchorage anchor bolt pipe sleeves and dowels no later than March 31, 2007, in accordance with the requirements in "STEEL STRUCTURES," subsection "TEMPLATE," of these special provisions.

DESIGNATED PORTIONS OF WORK

Attention is directed to "Beginning Of Work, Time Of Completion And Liquidated Damages," of these special provisions. The designated portions of work shall be defined as follows:

Designated Portion of Work - Phase 1

The Designated Portion of Work – Phase 1 shall be defined as the completion of all work required for the W2 capbeam through Step 3.2 as shown on the "Pier W2 Construction Sequence" plan sheet. This phase also includes removal of all temporary works in Area FP.

Designated Portion of Work - Phase 2

The Designated Portion of Work – Phase 2 shall be defined as including the following items of work:

1. All work necessary to allow the completion of Hinge "K" by the YBI Structures contractor prosecuting Contract No. 04-0120P4 as provided for under "Cooperation," of these special provisions. Temporary supports shall be fully released and shall be clear of any superstructure member by a minimum of 2 meters in any direction.
2. Cable wrapping in the area west of Pier W2(including saddle housings and cable shrouds).
3. Painting of the cable system in the area west of Pier W2
4. Removal of all temporary works in the area west of Pier W2.
5. Dehumidification of cable loop.
6. All mechanical, electrical and access details west of Pier W2.

At the completion of the Designated Portion of Work – Phase 2, the contractor shall vacate the area west of the W2 centerline to allow completion of the Hinge K closure pour by the 04-0120P4 Contractor.

Designated Portion of Work – Phase 3

The Designated Portion of Work – Phase 3 shall be defined as the completion of all elements of the work, as shown on the plans and special provisions, required to place traffic on the structure in the westbound direction with no further lane closures required and no work to be performed over traffic to complete Phase 4.

Designated Portion of Work - Phase 4

The Designated Portion of Work – Phase 4 shall be defined as the completion of all the remaining work, including the following items of work:

1. Complete removal of the temporary towers
2. Tower fender
3. Tower Skirt
4. Traveler installation
5. Internal deck painting
6. Final paint coat below deck level
7. Dehumidification System (except cable loop dehumidification)
8. Access details below the roadway level
9. Eastbound access details
10. Final tightening of the eastbound barriers
11. Eastbound electrical and mechanical work
12. Eastbound Hinge A joint seal assembly
13. Eastbound striping and signs
14. Bike path striping and joint sealing
15. Bike path railing and lighting

Attention is directed to "Maintaining Traffic" of these special provisions and construction sequences as shown on the plans.

Attention is directed to "Progress Schedule (Critical Path Method)" of these special provisions regarding the submittal of a general time-scaled logic diagram within 10 days after approval of the contract. The diagram shall be submitted prior to performing any work that may be affected by any proposed deviations to the construction staging of the project.

The work shall be performed in conformance with construction sequences shown on the plans and these special provisions. Nonconflicting work in subsequent sequences may proceed concurrently with work in preceding sequences, provided satisfactory progress is maintained in the preceding sequences of construction.

FROM ADDENDUM 5

"**SECTION 4. BEGINNING OF WORK, TIME OF COMPLETION AND LIQUIDATED DAMAGES**

Attention is directed to the provisions in "Order of Work," of these special provisions, Section 8-1.03, "Beginning of Work," Section 8-1.06, "Time of Completion," and Section 8-1.07, "Liquidated Damages," of the Standard Specifications, and these special provisions.

The Contractor shall begin work within 15 calendar days after the contract has been approved by the Attorney General or the attorney appointed and authorized to represent the Department of Transportation.

The second through fourth paragraphs, inclusive, and the first sentence of the fifth paragraph of Section 8-1.06, "Time of Completion," of the Standard Specifications shall not apply. A working day is defined as any day, with no exceptions.

The work shall be completed in phases as described in Section 10-1.01 "Order of Work" of these special provisions.

Phase 1 work shall be diligently prosecuted to completion before the expiration of **1950 WORKING DAYS** beginning on the fifteenth day after approval of the contract.

The Contractor shall pay to the State of California the sum of $100,000 per day as liquidated damages, for each and every day's delay in completing Phase 1 work in excess of the number of working days prescribed above for Phase 1.

Phase 2 work shall be diligently prosecuted to completion before the expiration of **2130 WORKING DAYS** beginning on the fifteenth day after approval of the contract.

The Contractor shall pay to the State of California the sum of $100,000 per day as liquidated damages, for each and every day's delay in completing Phase 2 work in excess of the number of working days prescribed above for Phase 2.

Phase 3 work shall be diligently prosecuted to completion before the expiration of **2310 WORKING DAYS** beginning on the fifteenth day after approval of the contract.

The Contractor shall pay to the State of California the sum of $100,000 per day as liquidated damages, for each and every day's delay in completing Phase 3 work in excess of the number of working days prescribed above for Phase 3.

Should two or more liquidated damages accrue concurrently, no more than $100,000 per day will be assessed. Total liquidated damages for the project will not exceed $125,000,000.

Inspection, testing, and review duties performed by the Engineer shall be considered as included in the number of working days for completion of the phases of work and no extensions of time will be allowed for such actions in determining liquidated damages.

The time limit specified for the completion of the work contemplated herein is considered insufficient to permit completion of the work by the Contractor working a normal number of hours per day or week on a single shift basis. Should the Contractor fail to maintain the progress of the work in accordance with the "Progress Schedule (Critical Path Method)" required in these special provisions, additional shifts will be required to the extent necessary to ensure that the progress conforms to the above mentioned schedule and that the work will be completed within the time limit specified.

Full compensation for additional costs occasioned by compliance with the provisions in this section shall be considered as included in the prices paid for the various contract items of work and no additional compensation will be allowed therefor."

In the Special Provisions, Section 10-1.01, "ORDER OF WORK," the subsection "DESIGNATED PORTIONS OF WORK," is revised as follows:

"**DESIGNATED PORTIONS OF WORK**

Attention is directed to "Beginning Of Work, Time Of Completion And Liquidated Damages," of these special provisions. The designated portions of work shall be defined as follows:

Designated Portion of Work - Phase 1

The Designated Portion of Work – Phase 1 shall be defined as including the following items of work:

1. All work necessary to allow the completion of Hinge "K" by the YBI Structures contractor prosecuting Contract No. 04-0120P4 as provided for under "Cooperation," of these special provisions. Temporary supports shall be fully released and shall be clear of any superstructure member by a minimum of 2 meters in any direction.
2. Cable wrapping in the area west of Pier W2(including saddle housings and cable shrouds).
3. Painting of the cable system in the area west of Pier W2
4. Removal of all temporary works in the area west of Pier W2.
5. Dehumidification of cable loop.
6. All mechanical, electrical and access details west of Pier W2.

At the completion of the Designated Portion of Work – Phase 1, the contractor shall vacate the area west of the W2 centerline to allow completion of the Hinge K closure pour by the 04-0120P4 Contractor.

Designated Portion of Work – Phase 2

The Designated Portion of Work – Phase 2 shall be defined as the completion of all elements of the work, as shown on the plans and special provisions, required to place traffic on the structure in the westbound direction with no further lane closures required and no work to be performed over traffic to complete Phase 3.

Designated Portion of Work - Phase 3

The Designated Portion of Work – Phase 3 shall be defined as the completion of all the remaining work, including the following items of work:

1. Complete removal of the temporary towers
2. Tower fender
3. Tower Skirt
4. Traveler installation
5. Internal deck painting
6. Final paint coat below deck level
7. Dehumidification System (except cable loop dehumidification)
8. Access details below the roadway level
9. Eastbound access details
10. Final tightening of the eastbound barriers
11. Eastbound electrical and mechanical work
12. Eastbound Hinge A joint seal assembly
13. Eastbound striping and signs
14. Bike path striping and joint sealing
15. Bike path railing and lighting

Attention is directed to "Maintaining Traffic" of these special provisions and construction sequences as shown on the plans.

Attention is directed to "Progress Schedule (Critical Path Method)" of these special provisions regarding the submittal of a general time-scaled logic diagram within 10 days after approval of the contract. The diagram shall be submitted prior to performing any work that may be affected by any proposed deviations to the construction staging of the project.

The work shall be performed in conformance with construction sequences shown on the plans and these special provisions. Nonconflicting work in subsequent sequences may proceed concurrently with work in preceding sequences, provided satisfactory progress is maintained in the preceding sequences of construction.

FROM ADDENDUM 7

SECTION 4. BEGINNING OF WORK, TIME OF COMPLETION AND LIQUIDATED DAMAGES

Attention is directed to the provisions in "Order of Work," of these special provisions, Section 8-1.03, "Beginning of Work," Section 8-1.06, "Time of Completion," and Section 8-1.07, "Liquidated Damages," of the Standard Specifications, and these special provisions.

The Contractor shall begin work within 15 calendar days after the contract has been approved by the Attorney General or the attorney appointed and authorized to represent the Department of Transportation.

The second through fourth paragraphs, inclusive, and the first sentence of the fifth paragraph of Section 8-1.06, "Time of Completion," of the Standard Specifications shall not apply. A working day is defined as any day, with no exceptions.

The work shall be completed in phases as described in Section 10-1.01 "Order of Work" of these special provisions.

Phase 1 work shall be diligently prosecuted to completion before the expiration of **2130 WORKING DAYS** beginning on the fifteenth day after approval of the contract.

The Contractor shall pay to the State of California the sum of $100,000 per day as liquidated damages, for each and every day's delay in completing Phase 1 work in excess of the number of working days prescribed above for Phase 1. For each and every working day less than the number of working days prescribed above for Phase 1, the Contractor will receive an incentive payment of $50,000. Should the incentive apply concurrently with other incentives specified elsewhere in these special provisions, both will be earned. The total incentive for Phase 1 work will not exceed $9,000,000.

Phase 2 work shall be diligently prosecuted to completion before the expiration of 180 working days after completion of Phase 1 or **2310 WORKING DAYS** beginning on the fifteenth day after approval of the contract, whichever is earlier.

The Contractor shall pay to the State of California the sum of $100,000 per day as liquidated damages, for each and every day's delay in completing Phase 2 work in excess of the earliest completion date for Phase 2 as prescribed above.

Phase 3 work shall be diligently prosecuted to completion before the expiration of 360 working days after completion of Phase 1 or **2490 WORKING DAYS** beginning on the fifteenth day after approval of the contract, whichever is earlier.

The Contractor shall pay to the State of California the sum of $100,000 per day as liquidated damages, for each and every day's delay in completing Phase 3 work in excess of the earliest completion date for Phase 3 as prescribed above.

Should two or more liquidated damages accrue concurrently, no more than $100,000 per day will be assessed. Total liquidated damages for the project will not exceed $125,000,000.

Inspection, testing, and review duties performed by the Engineer shall be considered as included in the number of working days for completion of the phases of work and no extensions of time will be allowed for such actions in determining liquidated damages or incentive payments.

The time limit specified for the completion of the work contemplated herein is considered insufficient to permit completion of the work by the Contractor working a normal number of hours per day or week on a single shift basis. Should the Contractor fail to maintain the progress of the work in accordance with the "Progress Schedule (Critical Path Method)" required in these special provisions, additional shifts will be required to the extent necessary to ensure that the progress conforms to the above mentioned schedule and that the work will be completed within the time limit specified.

Full compensation for additional costs occasioned by compliance with the provisions in this section shall be considered as included in the prices paid for the various contract items of work and no additional compensation will be allowed therefor.

ITEM 4: PROGRAM ISSUES

b. Legislative Update

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS | BAY AREA TOLL AUTHORITY | CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** January 23, 2008

FR: Tony Anziano, Toll Bridge Program Manager, Caltrans

RE: Agenda No. - 4a

Item- 2008 Legislative Update Final Draft Report

Recommendation:
Approval

Cost:
N/A

Schedule Impacts:
N/A

Discussion:
The second annual Legislative Update is being scheduled for February or March 2008. For your approval, a final draft report that will be distributed to legislators and staff is included in this packet. A collaborative effort involving the partner agencies has culminated in the development and production of this report. A presentation will also be given at the Legislative Update.

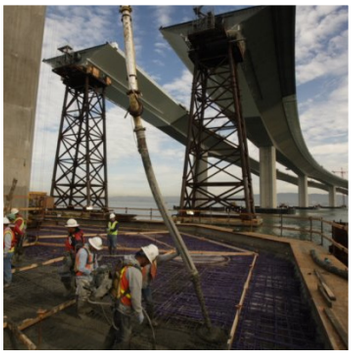
Attachment:
2008 Legislative Update Final Draft Report

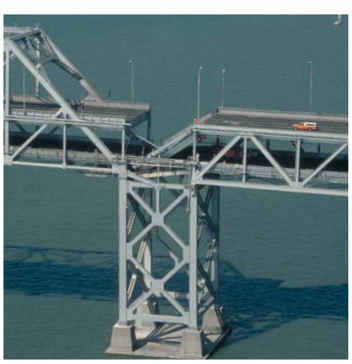
TOLL BRIDGE PROGRAM
OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

Legislative Update
February 2008









Acknowledgements

Toll Bridge Program Oversight Committee

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Peter Siegenthaler
Construction Manager

Philip Stolarski
METS Deputy Division Chief

Jon Tapping
Risk Management Manager

Mo Pazooki
Project Manager

California Transportation Commission (CTC)

Dina Noel
Assistant Deputy Director

Cutting the upper deck of the Yerba Buena Island Viaduct and lifting a demolished piece of the viaduct

Table of Contents

Executive Summary

To Members of the California Legislature,

It is our pleasure to present the Toll Bridge Program Oversight Committee (TBPOC) 2008 Legislative Update. This report, the second annual update, celebrates the considerable progress we achieved in 2007. It also provides a look ahead to the ambitious year before us.

The progress was due in large part to the passage of Assembly Bill (AB) 144, the 2005 legislation that established the TBPOC, and the extraordinary efforts of our workforce – from those who design the projects to those who labor on-site. With the hard work of interdisciplinary teams, the Toll Bridge Program is on track with its budget and schedule.

2007 Highlights

San Francisco-Oakland Bay Bridge

West Approach: The removal and replacement of a one-mile stretch of freeway connecting San Francisco to the San Francisco-Oakland Bay Bridge is nearing completion.

- A major milestone was reached in March with a traffic shift to a temporary eastbound structure, facilitating the demolition of the final 3,000-foot section of existing freeway in San Francisco. In order to minimize community disruptions, the demolition was condensed to 17 days by working during daytime hours on weekdays and around-the-clock on weekends instead of just weekends.

East Span: Work on the new East Span is ongoing with the a massive mobilization of contractors and equipment. Bridge components are being fabricated in the United States, including California, Oregon, and Texas, and abroad, including China, South Korea, and the United Kingdom.

- Labor Day weekend marked a historic milestone as this remarkable engineering feat was completed ahead of schedule. The entire bridge was closed for 70 hours - allowing the replacement of a 350-foot section of viaduct on the Yerba Buena Island. This event marked the first part of the new bridge that drivers are using today, and will also provide a connection to the 900-foot temporary detour structure currently under construction.
- In August, two new electrical cables were installed ahead of schedule. The new submerged cables run between Treasure Island and Oakland and supply electricity to the Yerba Buena and Treasure Islands.
- All SAS foundations, in-ground structures, were completed, retiring a historically high-risk foundation work.
- A new stormwater treatment system was completed. When operational, the new system will treat stormwater runoff from 155 acres around the bridge's toll plaza in Oakland.
- American Bridge Company/Flour Enterprises (ABF), Joint Venture, began production of the steel roadway decks and tower of the Self-Anchored Suspension (SAS) span in Shanghai, China. "Team China," composed of Caltrans specialists, works closely with ABF and their subcontractor, the Shanghai Zhenhua Port Machinery Company, to ensure quality of fabrication and the timely completion and delivery of bridge sections.
- The Toll Bridge Small Business Program offered workshops as part of the Small Business education and training component. The program also sponsored outreach events that allowed small businesses to interact with prime contractors and compete for – and win – contracts for a portion of the new East Span project.

New Benicia-Martinez Bridge

- On August 25, the new Benicia-Martinez Bridge was opened and officially named after United States Congressman George Miller (Martinez). The 1.1-mile bridge features five northbound lanes of traffic and a state-of-the-art toll plaza configured with the Bay Area's first open-road toll lanes.

Richmond-San Rafael Bridge

- The final work for the Richmond-San Rafael Bridge Seismic Retrofit Project – a half-acre Vista Point and Bay access area located at the west end of the bridge in Marin County – was completed in August. The park provides public access to the shoreline and recreational opportunities.

2008 Look Ahead

San Francisco-Oakland Bay Bridge

Numerous and complex construction activities on the Bay Bridge are scheduled in 2008 as we continue to plan for and offset the many challenges ahead.

West Approach: The permanent eastbound section of Interstate 80 is scheduled to open to traffic in the spring, representing the final major traffic shift for this project. A major public event is being planned with elected officials and the community to celebrate this major achievement.

East Span: A multitude of construction activities will continue for the new East Span.

- The Skyway Project will reach completion in January 2008, marking the first major project to reach completion on the new East Span.
- Marine foundations for the SAS tower and road decks will be complete in early 2008, providing rock solid support for the tower and decks.
- Roadway deck and tower section fabrication in China for the SAS span will be fully underway. As these sections are completed, they will be shipped to the Bay Bridge construction site.
- Contract documents for the permanent Yerba Buena Island Transition Structures will be finalized and readied for bidding. These structures will provide the transition from the parallel roadways of the new East Span to the upper and lower decks of the existing Yerba Buena Island Tunnel.
- A new stormwater treatment system will be completed in early 2008. When operational, the new system will treat at least 85 percent of the average annual runoff from 155 acres near the bridge's toll plaza in Oakland.

Benicia-Martinez Bridge

- Reconfiguration of the 1962 Benicia-Martinez Bridge will accommodate four lanes of southbound traffic with shoulders, as well as a bicycle/pedestrian path.

Dumbarton & Antioch Bridges

- Caltrans and BATA will work together to develop alternative retrofit strategies for the Dumbarton and Antioch bridges. Funding options will be explored.

We are looking forward to the year ahead when we will celebrate major milestones and continue to keep you and your constituents informed of our work.

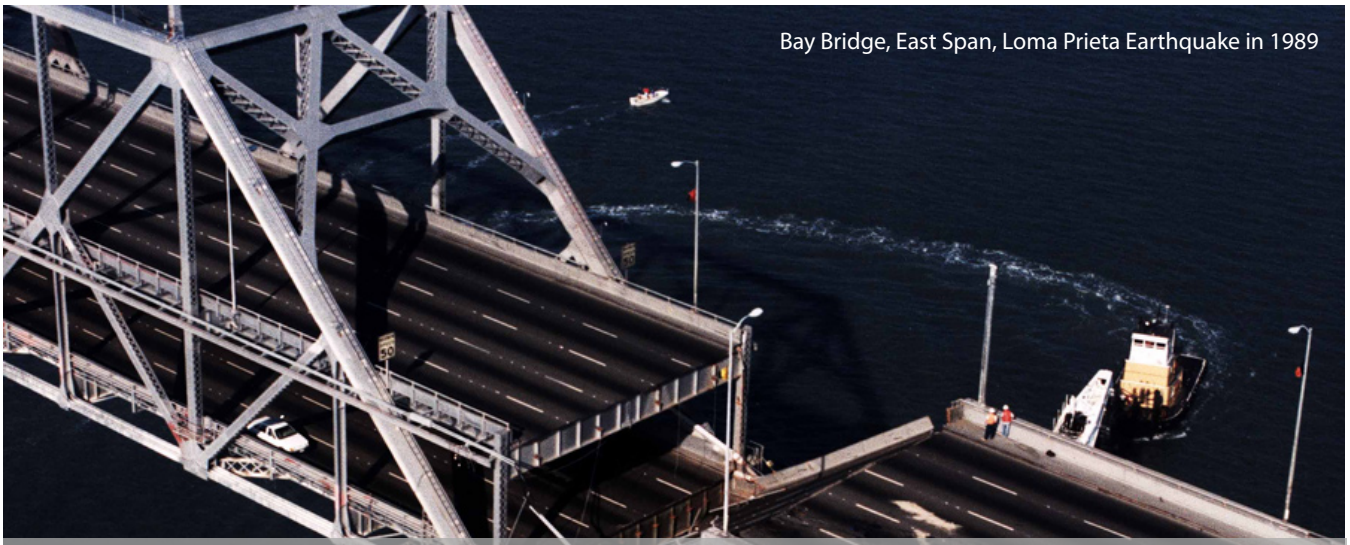
Thank you for your continued support.

Toll Bridge Program Oversight Committee

Will Kempton, Chair
Director
Department of Transportation

Steve Heminger
Executive Director
Bay Area Toll Authority

John F. Barna, Jr.
Executive Director
California Transportation Commission



Bay Bridge, East Span, Loma Prieta Earthquake in 1989

Toll Bridge Program Update

In 1997, Senate Bills (SB) 60 and 226 established the Toll Bridge Seismic Retrofit Program. During the last decade, the Toll Bridge Program completed the retrofitting of six toll bridges in California, as illustrated in Figure 1. Of the three segments of the San Francisco-Oakland Bay Bridge (Bay Bridge) Project, the West Approach was completed. There are still two ongoing Bay Bridge retrofit projects:

- West Approach, which is nearing completion; and
- New East Span, which is scheduled to open to westbound traffic in 2012 and eastbound traffic in 2013.

Toll Bridge Program Oversight Committee

In 2005, the passage of Assembly Bill (AB) 144 and SB 66 created the Toll Bridge Program Oversight Committee (TBPOC) to implement a project oversight and project control process for the program. With the support from member agency staff, the TBPOC continues to identify, manage, and address schedule-related risks, while also identifying opportunities for schedule advancement and early completion of seismic retrofit projects.

1	San Francisco-Oakland Bay Bridge East Span Replacement	Under Construction
	San Francisco-Oakland Bay Bridge West Approach Replacement	Under Construction
	San Francisco-Oakland Bay Bridge West Span Seismic Retrofit	COMPLETED
	San Francisco-Oakland Bay Bridge Yerba Buena Island Tunnel	COMPLETED
2	San Mateo-Hayward Bridge Seismic Retrofit	COMPLETED
3	Richmond-San Rafael Bridge Seismic Retrofit	COMPLETED
4	Eastbound Carquinez Bridge Seismic Retrofit	COMPLETED
5	Benicia-Martinez Bridge Seismic Retrofit	COMPLETED
	New Benicia Martinez Bridge (Regional Measure 1)	COMPLETED
6	San Diego-Coronado Bridge Seismic Retrofit	COMPLETED
7	Vincent Thomas Bridge Seismic Retrofit	COMPLETED

Figure 1: Status of Toll Bridge Program Projects

With the leadership of the TBPOC and extraordinary efforts of the teams, the Toll Bridge Program achieved major milestones in 2007 with the completion of the successful roll-in of the Yerba Buena Island (YBI) Viaduct and West Approach traffic switchover to a temporary structure, as presented in Figure 2 on the following page. Another milestone achieved in 2007 was the completion of the new Benicia–Martinez Bridge.

Program Budget and Schedule On Track

For 2007, the Toll Bridge Program budget forecast remains steady while the schedule is on track. Meeting important milestones, the new East Span achieved scheduling success with the Labor Day Weekend Bridge Closure, whereas the West Approach did the same with the traffic switchover earlier in the year. In addition, the Submerged Electrical Cable Replacement Project finished ahead of schedule. The TBPOC, together with the program's interdisciplinary teams, is continually working to complete each contract within the approved schedule and budget, and to identify opportunities for early completion.

As authorized by AB 144/SB 66 in 2005, the Toll Bridge Program has an approved budget of $8.7 billion in funding for the seismic retrofit of seven state-owned bridges, including five bridges in the Bay Area. The budgeted total program costs and funding sources remain unchanged from the 2005 legislation. To date, BATA has allocated $6.4 billion toward the completion of the Toll Bridge Program projects (see Table 1 in Appendix A).

BATA administers tolls collected on the seven state-owned Bay Area toll bridges and finances the Toll Bridge Program, as directed by the AB 144 comprehensive Toll Bridge Program financial plan.

The new Benicia-Martinez Bridge was funded projects by Measure 1 (RM1) Toll Bridge Program, under the responsibility of the BATA. The RM1, approved by voters in 1988, authorized a standard auto toll of $1 for all seven state-owned Bay Area toll bridges. The additional revenues generated by the toll increase were identified for use for certain highway and bridge improvements, public transit rail extensions, and other projects that reduce congestion in the bridge corridors.

TBPOC Strategic Plan

In April 2007, the TBPOC adopted the East Span Strategic Plan, which reinforces the TBPOC's proactive management of the Bay Bridge East Span Project for early completion of the project within the budget. The plan focuses on the following three key goals:

TBPOC Strategic Plan Goals

- *Accelerate the schedule to achieve seismic safety earlier than the anticipated opening of the new East Span to traffic by September 2013;*
- *Maintain fiscal responsibility while supporting schedule acceleration and program delivery; and*
- *Maintain positive relationships, communications, and outreach with the public and stakeholders to ensure smooth implementation.*

Action plans developed by Caltrans, BATA, and CTC staff as part of the strategic plan will serve as a roadmap for identifying priority initiatives, planning, managing projects, and tracking progress toward the goals and objectives identified in the strategic plan.

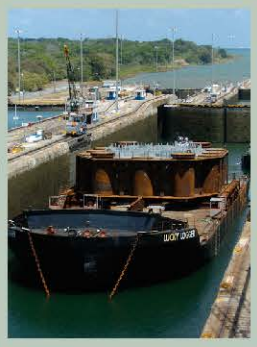
2007 YEAR IN REVIEW

January

Steel rebar cage delivered and installed at the E2 Pier

February

Steel footing box for the SAS tower foundation shipped from Texas through the Panama Canal



March

West Approach eastbound traffic detoured onto interim structure

April

West Approach eastbound structure demolished over a span of 17 days

May

Steel footing box for the SAS Tower Pier lowered into position

June

Electrical cables shipped from Italy

July

Harrison Street off-ramp deck completed

August

New Benicia - Martinez Bridge opened and dedicated to Congressman George Miller

September

New deck at YBI successfully rolled in during the Labor Day weekend

October

Construction of the Oakland Touchdown Project began

November

Stormwater Basin completed

December

Richmond-San Rafael Bridge public access project celebrated

Figure 2: Year in Review - 2007

Photos: Courtesy of the California Department of Transportation and Metropolitan Transportation Commission

Note: Unless otherwise specified, events presented in this figure refer to the Bay Bridge.

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San Francisco - Oakland Bay Bridge

The San Francisco-Oakland Bay Bridge is the third busiest bridge in the nation and carries 280,000 vehicles a day. Although it continues to be a considerable challenge to keep such a large volume of traffic flowing as major construction work progresses, the project team managed to complete key tasks of the West Approach traffic switchover to a temporary structure and replacement of the 350-foot section of the Yerba Buena Island Viaduct. In order to meet these challenges, the project team uses innovative scheduling, staging, and traffic realignments to maintain traffic flow during construction.

The East Span Project is the largest construction project in the Toll Bridge Program's history. With extraordinary size, design, complexity, and aesthetic treatment, the new East Span will be a world-class bridge. To reach and maintain world-class standards, construction of the new, seismically-upgraded East Span is being completed by talented, dedicated, and team-oriented individuals from interdisciplinary teams, including designers, construction staff, schedulers, quality control specialists, public information specialists, management staff, and others.

2007 was an eventful year

COMPLETED

- Yerba Buena Island Viaduct roll-in (Labor Day weekend bridge closure)
- West Approach traffic switched to temporary detour
- Submerged Electrical Cable Replacement Project
- Stormwater Treatment Project

INITIATED

- Fabrication of Self-Anchored Suspension Span decks and tower
- Oakland Touchdown #1 Contract

New East Span being fabricated around the world

Bridge components for the new East Span are being fabricated in the U.S., including California, Oregon, Washington, and Texas, and abroad, including China, South Korea, Japan, Italy, and the United Kingdom as shown in Figure 4. With the international involvement in fabricating the bridge components, the Bay Bridge not only spans the San Francisco Bay but also bridges the world.

East Span Replacement: Four Mega Projects Under Construction

The new East Span, consisting of four mega projects – the Yerba Buena Island Transition Structure (YBITS), Self-Anchored Suspension (SAS) span, Skyway, and Oakland Touchdown (OTD) - will appear as a single unified span connecting the Yerba Buena Island to the Toll Plaza area. In addition to the four projects, the Yerba Buena Island Detour will be built to provide a temporary bypass while the YBITS is under construction.

In 2007, construction of the OTD and fabrication of the SAS span components kicked off, and the Skyway neared completion. The YBI Viaduct work during the Labor Day weekend was one of the largest and most successful events for the East Span Replacement Project in 2007, as it required a full bridge closure for the first time since the Loma Prieta Earthquake.

Yerba Buena Island: A Labor Day Weekend Success Story

The Yerba Buena Island (YBI) Viaduct was built as part of the original 1936 bridge. Like the rest of the existing East Span, the viaduct needs to be upgraded to meet current seismic standards. Figure 3 illustrates various projects on and near Yerba Buena Island, including YBITS, the YBI Detour, and YBI Viaduct Replacement projects.

The work over the Labor Day weekend was the first in a series of phases to replace the YBI Viaduct and build a temporary bypass structure. The ongoing work includes building the YBI Detour so that traffic can continue to flow on the Bay Bridge during the construction of the YBITS. The final phase will be the construction of the YBITS, which will connect the upper and lower decks of the YBI tunnel and the new SAS span.

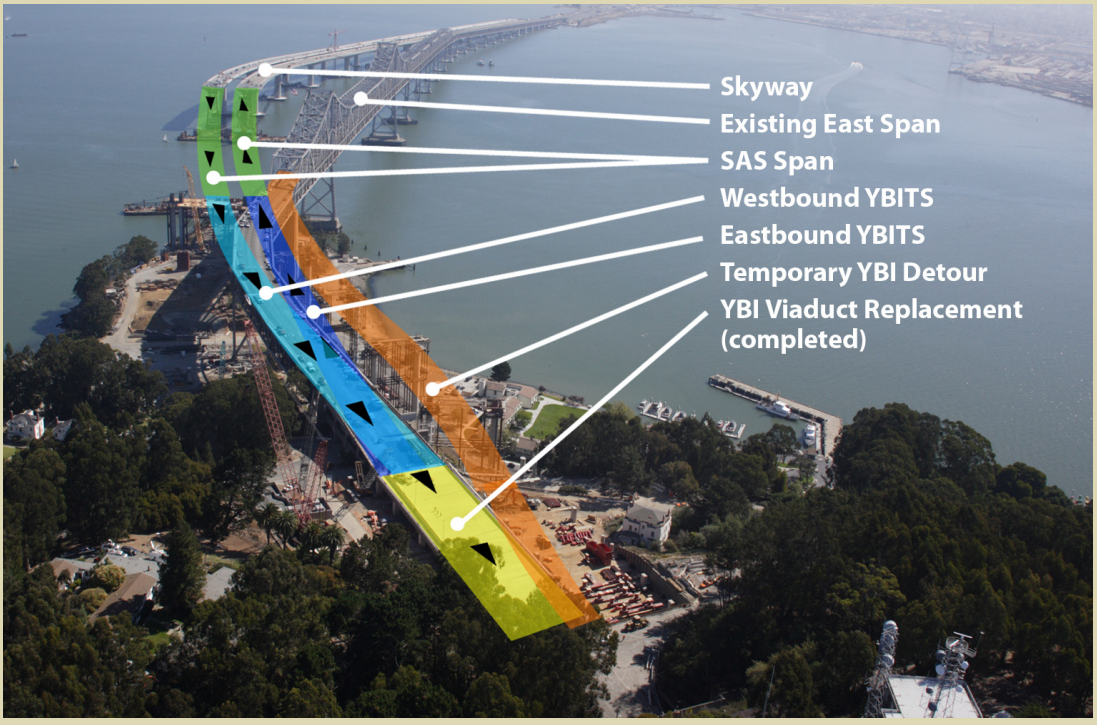


Figure 3: Yerba Buena Island and Adjacent Projects, Looking East Toward Oakland

Crews cut the upper deck of the YBI Viaduct

A demolished piece of the old viaduct is loaded onto truck

Special rails positioned to roll in a section of roadway

Roadway section rolled in successfully

Figure 5: Labor Day Work Sequence

Work completed 11 hours ahead of schedule

One of the major challenges over the Labor Day weekend was completing the work within 81 hours (see the work sequence over the weekend in Figure 5). Both the upper and lower decks of the Bay Bridge were closed at 8 p.m. on Friday, August 31. Using massive claws and hydraulic harness, crews from Silverado Construction, a sub-contractor of C.C. Myers, cut the upper-deck of the YBI Viaduct into pieces. The demolished pieces and debris were quickly removed from the site, and special rails and jacks, provided by Mammoet Corporation, were set up to roll in a new roadway deck. The 350-foot long, 90-foot wide, 6,500-ton deck was rolled in smoothly on the special rails in three hours, about half of the time originally anticipated. The Bay Bridge was reopened on Monday, September 3 at 6 p.m., 11 hours ahead of schedule.

The work was completed without injuries due to a special arrangement between Caltrans and the Division of Occupational Safety and Health (Cal/OSHA). Cal/OSHA was present at the construction site during the Labor Day weekend to address any safety-related issues and observe safety plans executed by contractors. This partnership ensured no work was stopped due to safety issues.

Transit and alternative bay crossing routes kept the region moving

TBPOC planning with partners, including public transit agencies, local agencies, and the California Highway Patrol (CHP), led to minimal traffic impacts. Bay Area Rapid Transit (BART), Golden Gate Ferry/Transit, Alameda/Oakland Ferry, and Vallejo Baylink Ferry provided expanded services during the bridge closure. In addition to the expanded ferry service, the Golden Gate Bridge, Highway and Transportation District assisted in providing a smooth traffic operation on the Golden Gate Bridge.

The CHP contributed to the planning and execution of the traffic-handling plan for the entire Bay Area. A partnership of many local agencies around the Bay Area implemented the plan and accommodated the unique traffic patterns that resulted from the Bay Bridge closure in such areas as Sir Francis Drake Boulevard in Marin County and the Inter-

state 880/State Route 92 interchange in Alameda County. With the plan firmly in place, the CHP's region-wide presence supported the "command center," which provided around-the-clock monitoring of traffic and construction activities.

Coordination among the many agencies resulted in the effective management of the regional traffic during the bridge closure.

Expanded outreach informed the public

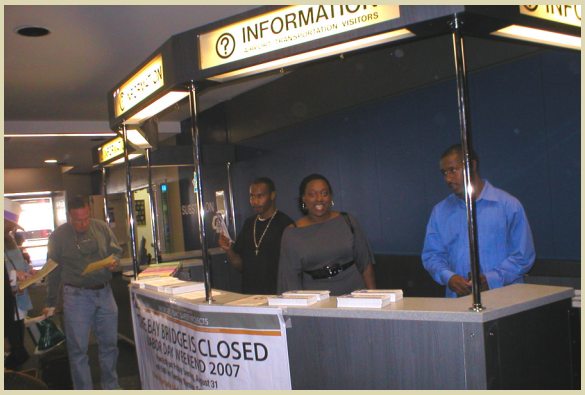
Public outreach efforts for the 2007 Labor Day weekend were modeled after the successful 2006 efforts for the closure of the Bay Bridge lower deck (eastbound traffic), which was recognized as the Community Awareness Program of the Year by the California Transportation Foundation. The 2007 public outreach campaign provided extensive geographic coverage with statewide radio and television advertisements, the around-the-clock transportation hotline (511) supported by five languages, and 511.org website. Outreach efforts, led by the San Francisco Public Information Office, provided alternative route and transportation information to the traveling public and Bay Area event organizers and addressed specific needs of the community. While changeable message signs on freeways throughout the Bay Area notified drivers, information booths at the San Francisco, Oakland, San Jose, and Sacramento International Airports were set up to inform regional and out-of-state travelers.

600,000 fact sheets were distributed to alert the public of the Labor Day Weekend Bay Bridge Closure

Nearly 80 people were mobilized to canvass door-to-door and mail 600,000 fact sheets in August 2007. In addition to the fact sheets, more than 400,000 e-mail messages were sent out alerting the public of the Labor Day weekend bridge closure.

The expanded outreach kept the public informed. The public responded by taking alternate routes and public transportation. The participation of the public was vital to the success of the weekend work.

Yerba Buena Island Detour under construction



Alerting regional and out-of-state travelers of the Bay Bridge closure at the San Francisco International Airport


Welding of the YBI Detour truss in South Korea underway

One of the East Span Replacement Project's challenges is constructing the Yerba Buena Island Transition Structure (YBITS) because it requires shifting both eastbound and westbound traffic onto a 900-foot bypass structure. In preparation for building of the new YBITS, a steel, double-

deck structure for the detour is currently being built on the south side of the existing YBI Viaduct. Once traffic is shifted onto the bypass structure, traffic will remain on the YBI Detour until the new East Span opens to traffic.

Steel trusses for the YBI Detour, weighing a total of 4,000 tons, are being fabricated in South Korea. The first shipment arrived in September 2007, and the first piece was installed in January 2008. The installation of the steel trusses will continue through 2008.

Self-Anchored Suspension Bridge Rising

With a main span length of 1,263 feet, the Self-Anchored Suspension Span (SAS) will be the longest single-tower, self-anchored suspension bridge in the world. The SAS span will be the signature structure of the new East Span, with the main tower reaching 525 feet above the water. The SAS span will connect the YBITS (to be built) to the Skyway (scheduled to be completed in early 2008).

Foundation work nearly complete

The SAS marine foundations, constructed by Kiewit, FCI, Mason (KFM), a Joint Venture, is nearly complete. The SAS span will be supported by massive foundations – two land-based columns at Pier W2, two marine-based columns at Pier E2, and the tower (see Figure 4 for the profile of the SAS span). The steel footing box for the SAS tower was fabricated in Texas and transported to the East Span construction site through the Panama Canal in March 2007. In May 2007, the 2,100-ton footing box measuring 85-feet long, 73-feet wide, and 21-feet deep, equivalent in size to a basketball court was set to its place. In November 2007, a major milestone was achieved for with the completion of all welding for the marine-based piers Two enormous concrete columns stand skyward at Pier E2, as shown in the photo below.

SAS decks and tower under fabrication

The SAS contract was awarded to American Bridge Company/Flour Enterprises (ABF), a Joint Venture, in 2006.

Pier E2 westbound column completed

Since the contract award, ABF has been developing detailed shop drawings required for fabrication of the SAS decks and tower. Of the 15,000 drawings needed, over 6,000 have been approved to date.

Bridge components are being fabricated in the U.S. and abroad, as illustrated in Figure 4. In 2007, a key fabricator is the Shanghai Zhenhua Port Machinery Company (ZPMC) in Shanghai, China. ZPMC is not new to the Bay Area, as they are a major supplier of port cranes to the Port of Oakland. Port cranes are complex pieces of equipment – large steel towers with cantilevered beams. ZPMC's success in this market will provide valuable expertise to the SAS project. In the fall, ZPMC began production of the steel roadway decks and tower. Production of the steel roadway decks and tower will continue for the next several years.

With the fabrication of the SAS decks and tower beginning, Team China was mobilized in 2007. Team China, which consists of individuals from Caltrans Construction, Design, and Materials Engineering and Testing Services (METS) is based in China and works closely with ABF as well as its subcontractors. Team China's foremost responsibility is to monitor the progress of the fabricated work, identify and resolve production issues early, and ensure the quality, timely completion and delivery of the bridge sections.

Mock up fabrication of the SAS tower leg by ABF

Team China mobilized to oversee fabrication in China

Skyway Nears Completion

The 1.2-mile long parallel decks of the Skyway took their final form in 2007 and are scheduled to be completed in early 2008. After lifting the last concrete bridge segment in December 2006, construction crews installed a bicycle/pedestrian pathway, railings, maintenance platforms, and mechanical and electrical components in 2007. The surface of the decks was paved with durable and weather resistant polyester concrete. Installation of the hinge pipe beams started in 2006, and all 20 of them now have been installed. The hinge pipe beams accommodate the movement of the deck sections caused by thermal expansion or by seismic activity. The completed decks will be used by the SAS construction crews to access the SAS construction site following the completion of the westbound OTD structure.

Skyway from the water

Oakland Touchdown Construction Begins

The Submerged Electrical Cable Relocation Project was completed in August 2007, clearing the path for the OTD. In preparation for constructing the Oakland Touchdown structure, the old submerged electrical cable, which provided electricity to the businesses and residents on the Yerba Buena and Treasure Islands, had to be replaced due to its proximity to foundation work for the new OTD. The electrical cable relocation contract was awarded to Manson Construction in January 2007, and the two new two-mile long electrical cables were installed under the water and energized in August 2007. These two-mile long cables were specifically manufactured so that the cables connected the Oakland Touchdown Area and Yerba Buena Island without being spliced. The OTD #1 Contract was awarded to MCM Construction in August 2007. One of two OTD contracts, the OTD #1 Contract, includes the construction of approximately 1,000 feet of the westbound approach structure, the roadway portion, from the toll plaza to the Skyway, and approximately 500 feet of the eastbound approach structure. In the fall of 2007, crews started building a temporary trestle to provide access for construction of the OTD foundations.

Unloading new electrical cables to be submerged

Oakland Touchdown construction beginning

The OTD #2 Contract will complete the remaining portion of the eastbound structure and roadway, as well as the

connection between the Skyway and toll plaza. OTD #2 is currently in the design phase, and construction is scheduled to start in early 2011.

West Approach Nearing Completion

Seismic safety work on the West Approach involves removal and replacement of a one-mile section of Interstate 80 (I-80) in San Francisco between 5th Street and the San Francisco anchorage on Beale Street. The replacement work will convert the West Approach from a double-deck structure into two independently supported, side-by-side structures that will meet current seismic standards. The work by Tutor-Saliba Corporation is nearing completion. Completion was originally forecast to be complete in early 2009. This schedule will be beat.

In March 2007, traffic on eastbound I-80 near the 4th Street off-ramp was rerouted onto a temporary structure. Once the temporary detour was in place, a 3,000-foot section of I-80 between 2nd and 5th Streets was demolished in order to make way for a new permanent eastbound section. The demolition work originally was planned to occur over 110 days, however, with input from the community, the duration was shortened to 17 days by working during daytime hours on weekdays

Traffic on eastbound I-80 switched over to a temporary structure in March 2007


Old eastbound I-80 between 2nd and 5th Streets demolished in April 2007

and around-the-clock on weekends. Rebuilding of the permanent eastbound I-80 began immediately after the demolition. The temporary section of I-80 will remain in use until traffic is shifted to a permanent structure in the spring of 2008. With a carefully crafted staging and traffic-handling plan, the West Approach accommodated 28,000 vehicles each day during demolition and continues to accommodate vehicles during construction activities.

The Public Information Office in San Francisco continues to work with residents and business owners along the I-80 West Approach in San Francisco as demolition and other construction activities take place in close proximity to existing commercial and residential buildings. The Public Information Office organizes meetings on a regular basis, informs the public of upcoming construction activities, and addresses resident and business owner concerns.

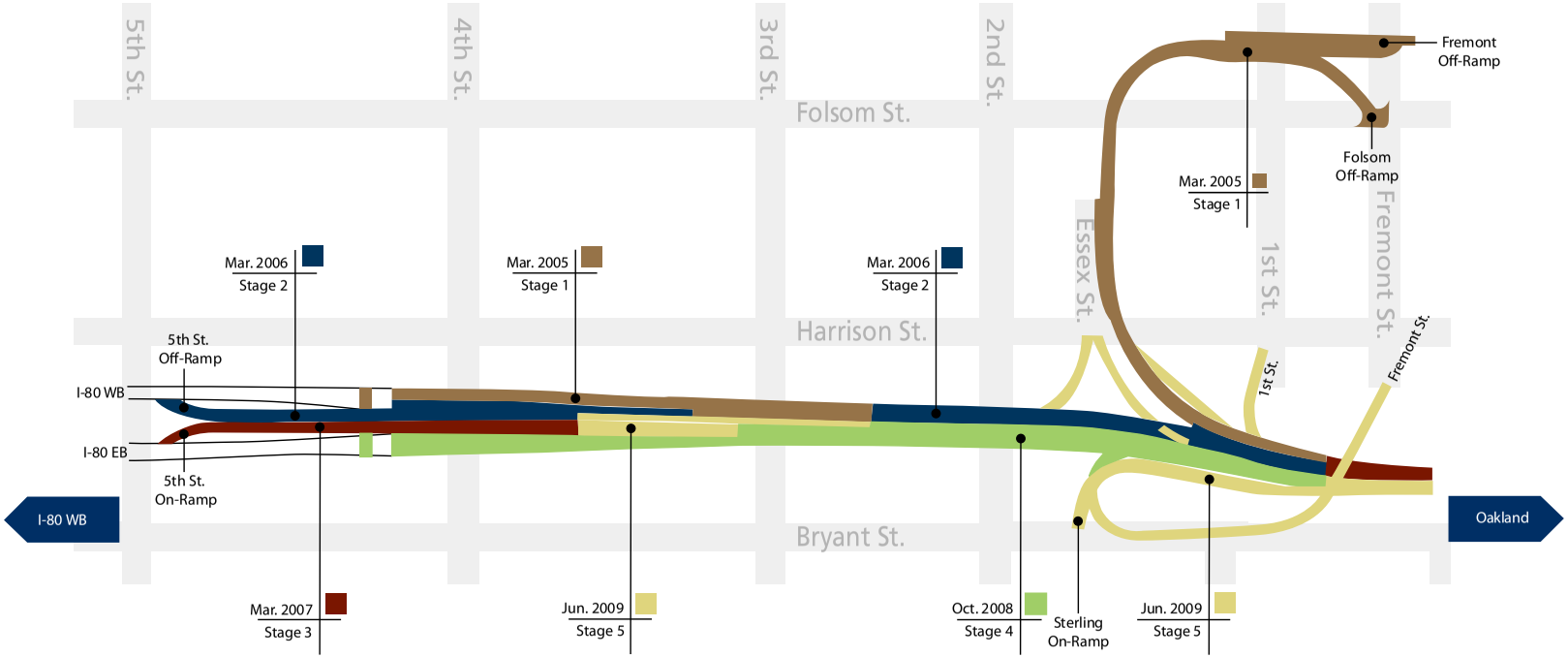
Project Schedules On Track

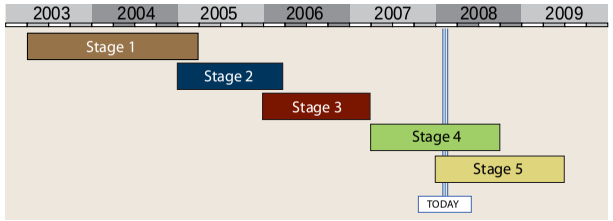
The West Approach and East Span Project schedules are on track. The West Approach Replacement Project is expected to be completed by 2009. The East Span Project is scheduled to be open to westbound traffic in 2012 and to eastbound traffic in 2013. Figures 6 and 7 illustrate the project schedules for the West Approach and East Span Replacement Projects, respectively.

Early completion of the Labor Day weekend bridge closure was a successful example of the teams working closely with the prime contractor, C.C. Myers, to optimize the schedule and prepare for contingencies. In 2007, the following major elements of work were completed earlier than the approved schedule:

- *Labor Day weekend bridge closure and Yerba Buena Island Viaduct roll-in*
- *Submerged Electrical Cable Replacement Project*
- *West Approach Interstate 80 eastbound structure demolition*

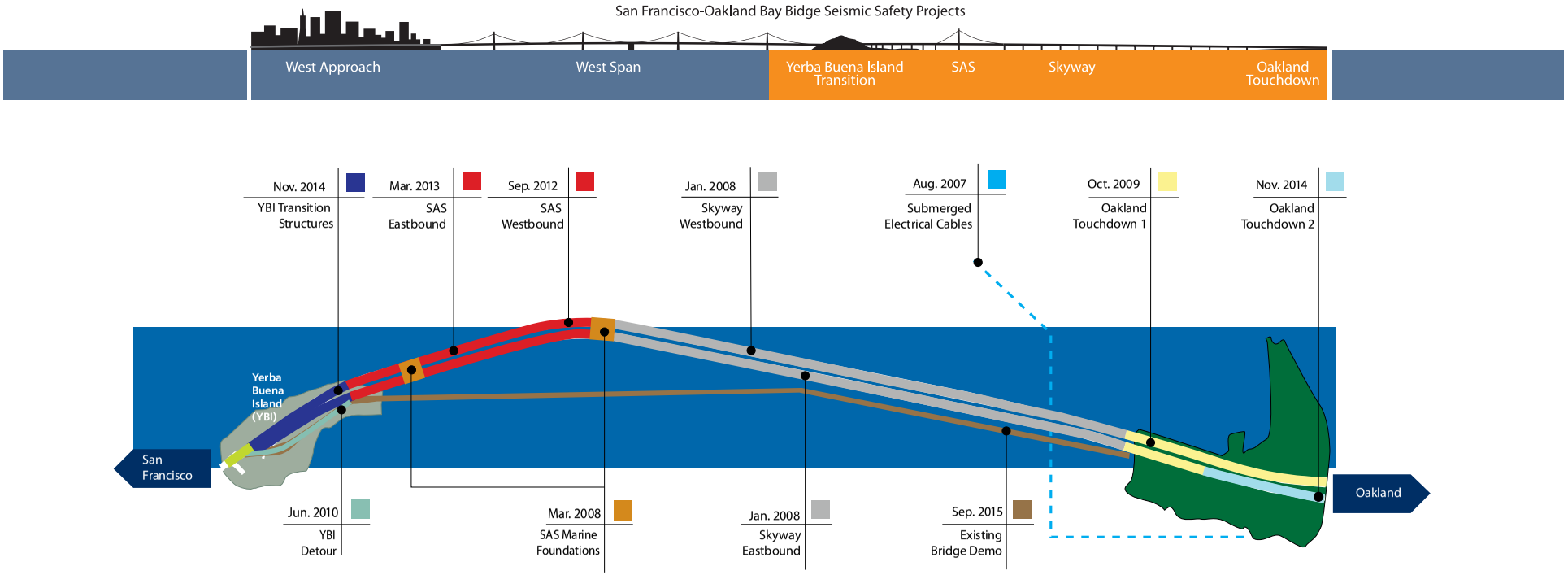
I-80 Eastbound permanent structure under construction in November 2007





Note: Dates shown above are project completion dates.
Source: Caltrans, February 2008

Figure 6: West Approach Project Schedule



Note: Dates shown above are project completion dates.
Source: Caltrans, February 2008

Figure 7: East Span Project Schedule

Other Bay Bridge Highlights

Stormwater Treatment Project Completed

Stormwater basin constructed

The stormwater treatment system was completed in December 2007. The system will collect and treat, at a minimum, 85 percent of the average annual runoff from 155 acres of the existing highway east of the Bay Bridge Toll Plaza. This is a key to improving water quality in the Bay. A drainage system and multiple pump stations will redirect the water to a stormwater filltration and detention system, which will reduce concentrations of stormwater run-off pollutants, including industrial chemicals, asbestos from brake pads, hydrocarbons, and heavy metals and will keep the pollutants from entering the waters of the adjacent Emeryville-Oakland Crescent – a refuge for shore birds and other wildlife.

The Emeryville-Oakland Crescent is a 558-acre tidal marsh and cove that supports up to 14,000 shore birds, including the endangered California clapper rails. This area supports the largest number of shore bird species living within the San Francisco Bay. The marsh also serves as a habitat for the endangered salt marsh harvest mice, which feed on the leaves, seeds, and stems of native vegetation.

Balancing Environmental Considerations and Construction Activities

The Bay Bridge project team is committed to completing the replacement project in an environmentally-responsible manner by utilizing innovative techniques and technologies. This is key to improving water quality in the Bay. An example is the construction work on the OTD Project which began with environmental mitigation measures already in place. Initially, the OTD Project construction methodology called for dredging some of the eelgrass beds for barge access, however, the construction methodology was changed to preclude dredging by building a temporary trestle. This option preserves eelgrass beds, which is an essential habitat to aquatic life.

Proactively Managing Opportunities and Risks

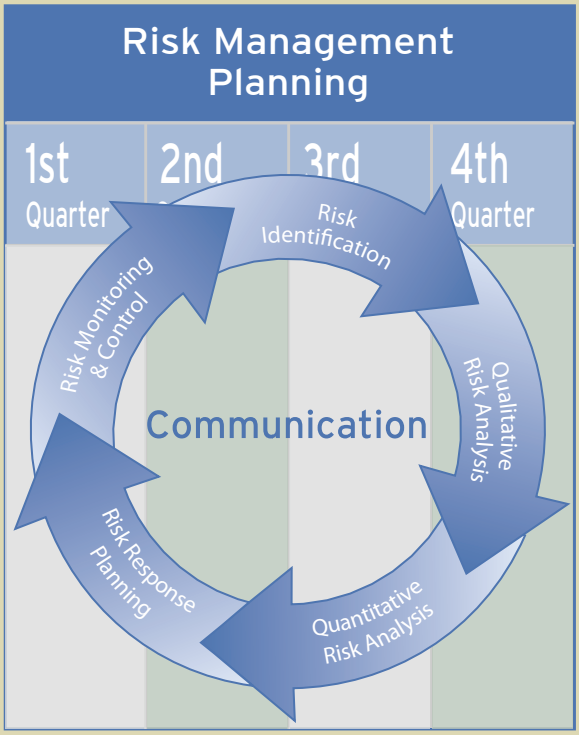
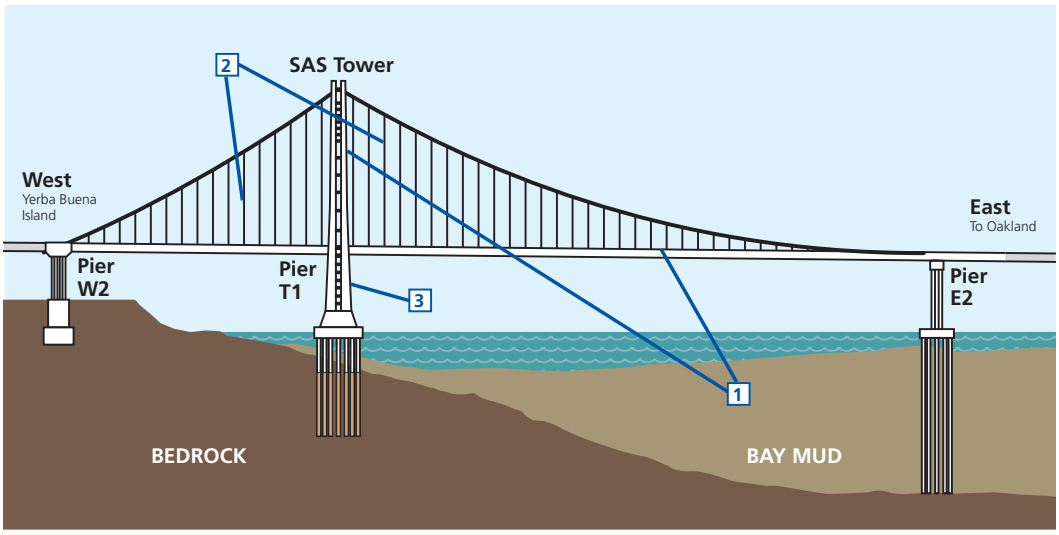


Figure 8: Risk Management Process

The Toll Bridge Program presents a variety of engineering and construction challenges, as it includes many large and complex projects. The Risk Management Team (RMT) formulates and implements strategies for managing opportunities and minimizing risks by employing state-of-the-art schedule risk analysis methods, tools, and procedures. Opportunities are maximized by reducing program cost and schedule uncertainties. The RMT continuously evaluates opportunities and potential risks through working and communicating with the many project development teams, as illustrated in Figure 8.



Top Corridor Schedule Opportunities and Risks

1. SAS Tower and Deck Fabrication
2. SAS Cable Installation
3. SAS Tower Erection
4. SAS Barge Crane Procurement and Delivery (not shown above)
5. Corridor Electrical/Mechanical System Integration (not shown above)

Figure 9: Top Corridor Schedule Opportunities and Risks

The RMT reduces program cost and schedule uncertainties by focusing on the top corridor schedule opportunities and risks that have a relatively high likelihood of affecting the overall East Span Project schedule. As illustrated in Figure 9, the current top corridor schedule opportunities and risks are related to the SAS span, especially in the area of SAS tower and deck fabrication, SAS cable installation, and SAS tower erection. A dedicated and focused team continues to develop comprehensive responses to these risks in order to minimize the risks and maximize the opportunities. The Risk Management Program is a key tool in assessing the adequacy of the program budget.

The state-of-the-art comprehensive risk management practice by the RMT was highlighted in the December *2007 National Cooperative Highway Research Program (NCHRP) Quarterly Progress Report*. The NCHRP is currently developing a *Guidebook on Risk Analysis Tools and Management Proactive to Control Transportation Project Costs*. The principal NCHRP investigator of the project plans to include the Toll Bridge Program's risk management practice as a case study. This independent assessment confirms Caltrans' significant accomplishment in developing its state-of-the-art comprehensive risk management program as required by AB144.

Risk Management and Corridor Schedule Teams contributed to early project completion

One of the major accomplishments of the RMT in 2007 was the early completion of the new Submerged Electrical Cable Replacement Project. The RMT secured early delivery of the cables so that the cables could be installed during a time of year when endangered species would not be affected.

Working closely with the RMT, the Corridor Schedule Team (CST) continually evaluates opportunities, risks, and uncertainties in scheduling activities as input to the quantitative corridor schedule risk analysis. The CST identifies ways to complete contracts early while providing recommendations to the Program Management Team on scheduling decisions and ways to manage potential schedule risks and opportunities.

A substantial accomplishment of the CST in 2007 was the early completion of the new viaduct installation at Yerba Buena Island over the Labor Day weekend. The CST worked closely with the prime contractor to optimize schedule opportunities and reduce operational risks during that three-day weekend by ensuring equipment and plans were in place to deal with any contingencies that might arise. The contractor finished the work 11 hours ahead of schedule.

Small Business Program Taking Off

In 2007, the focused effort by a dedicated team whose sole mission is to increase small business participation made significant progress by continuing the development and implementation of the Small Business Program with input from the small business community and key stakeholders. In 2007, the Small Business Program focused on small business outreach, education, and construction coordination.

The Small Business Program organized four outreach events in 2007, providing opportunities for Small Business Enterprises (SBE) and Disabled Veterans Business Enterprises (DVBE) to interact one-on-one with prime contractors. The feedback from the small business community on the outreach events was very positive and resulted in more local and regional small businesses participating in the construction of the new East Span.

One noteworthy success was the site improvements and new office space on the new East Span project campus. ABF, working with the Small Business Manager and state construction staff, provided an opportunity for small businesses to submit proposals for improvement contracts on the campus, including the new Mission Bay office. A small business was successful in winning each contract. In August 2007, the Toll Bridge Program celebrated the opening of the new Mission Bay office on the Pier 7 campus, constructed 100 percent by small businesses.

The Mission Bay office was constructed by the following small businesses: FOCON, Inc., The Corner Office and Performance Modular, Inc.

In conjunction with local partners, the Small Business Program also began offering small business assistance workshops to complement its outreach efforts. Furthermore, in late 2007, the Small Business Program hired an expert team to help ensure maximum utilization of small businesses. This is a forward-thinking approach in addressing small business and DVBE participation on the new East Span construction contracts.

Small business outreach events provided opportunities for small business to meet with prime contractors

New Benicia-Martinez Bridge

New Benicia - Martinez Bridge

"This span is much more than concrete and steel. It is a tribute to our engineers, skilled labor force, and civic leaders who worked through challenging obstacles to see it to completion. It is a tribute to our communities that have supported the concept and to our residents who have paid for it. It is also a symbol of the growth of our region and the health of our economy" – Congressman George Miller, Jr.

Congressman George Miller Bridge Opened to Traffic

The new Benicia–Martinez Bridge, with a sleek profile and a clean, curved sweep of concrete, stands east of the existing bridge. Hundreds of people gathered in late August to celebrate the newest toll bridge in the Bay Area. The new bridge is named after Congressman George Miller for his role in troubleshooting the technical and environmental glitches surrounding the bridge's construction and his long roots in Contra Costa County.

The smooth concrete lines of the new bridge mask a technically complex structure also designed to provide a lifeline connection and withstand a maximum credible earthquake. The new bridge also doubled the capacity of this crossing over the Carquinez Strait. The new Benicia–Martinez Bridge carries five lanes of northbound traffic on Interstate 680 (I-680) while the existing bridge continues to carry three lanes of southbound traffic. The new bridge also entails innovative features, including tremendous 200-meter spans, with lightweight concrete, designed to carry BART loading.

The first group of celebrants crossed the new Benicia-Martinez Bridge in August 2007

First toll booth-free FasTrak lanes in the Bay Area

A total construction cost of $1.2 billion encompassed construction of the following:

- *A new interchange between Interstates 680 and 780 in Benicia*
- *Reconstruction of the Interstate 680/Marina Vista interchange in Martinez*
- *A new curvilinear-shaped toll plaza on the Martinez side of the bridge*
- *A new administrative building on the Martinez side of the bridge*

First Open-Road Tolling in the Bay Area

The new toll plaza features the Bay Area's first toll booth-free lanes for FasTrak customers. The two FasTrak Express lanes allow drivers with FasTrak accounts to pay their tolls at highway speed, marking the arrival of open-road tolling in the Bay Area. These lanes, known as FasTrak Express lanes, use a new type of electronic collection system that relies on overhead antennas, cameras, strobe lights, and other high-tech gadgetry to read FasTrak toll tags, determine types of vehicles, and deduct the appropriate tolls from prepaid accounts. The open-road tolling system handles 50 percent more vehicles than the existing FasTrak system that uses stop-and-go toll booths.

Richmond-San Rafael Bridge and Vista Point

Richmond - San Rafael Bridge

Vista Point Unveiled

The final task of the Richmond-San Rafael Bridge Seismic Retrofit Project was the creation of a public access area (Vista Point), located at the west end of the bridge in Marin County. Motorists, bicyclists, and pedestrians now can enjoy walking, picnicking, fishing, and the picturesque view across the San Francisco Bay at the half-acre park, Vista Point, which was completed by Ghilotti Brothers, Inc., in August 2007. Vista Point is now open to the public.

A view of the San Francisco Bay and physical access to the shoreline is a great asset for visitors. Direct visual access is provided from the parking area and a ten-foot wide,


Pedestrian bridge protecting a saltwater marsh


Drought-tolerant trees and shrubs planted

Picnic area

Americans with Disabilities Act compliant pedestrian pathway, which are located adjacent to the water's edge. Pedestrian benches and a picnic table are incorporated into the design to enhance the user experience. Drought-tolerant trees and shrubs were planted to unify the site and blend the project into the coastal bay shoreline.

While Vista Point maximizes public access for both pedestrians and motorists, newly-constructed erosion control measures protect the bay shoreline. Tony Anziano, Caltrans Toll Bridge Program Manager, stated, "a pedestrian bridge protects the small, yet sensitive wetland adjacent to the bay, a resource to be protected regardless of size."

Partnership built Vista Point

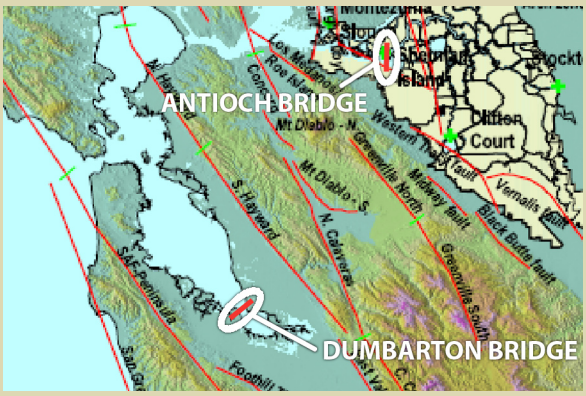
In December 2007, the TBPOC, in partnership with the Bay Conservation and Development Commission (BCDC), celebrated the opening of Vista Point. BCDC Vice-Chair, Anne Halsted heralded partnership and collaboration among the TBPOC, Caltrans District 4, BCDC, the City of San Rafael, the County of Marin, and Golden Gate Transit, to make Vista Point a reality.

Tony Anziano, Caltrans Toll Bridge Program Manager, and Anne Halsted, Bay Area Toll Authority Commissioner and Bay Conservation and Development Commission Vice-Chair, celebrated the official opening of Vista Point


Dumbarton Bridge

Other Bay Area Toll Bridges

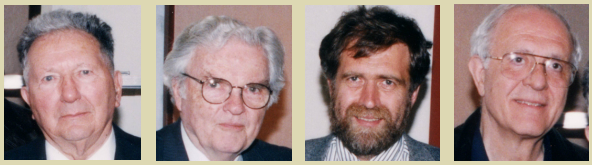
Caltrans operates seven toll bridge crossings in the Bay Area. In addition to the bridges discussed in the previous sections, seismic retrofit was completed for the San Mateo-Hayward, Carquinez, and Benicia-Martinez bridges in 2000, 2001 and 2002, respectively.



Dumbarton and Antioch Bridges and major fault lines

Dumbarton and Antioch Bridges Under Evaluation

The Dumbarton and Antioch bridges are currently not part of the Toll Bridge Program because these bridges were not required to be retrofitted when the program first began. In 2007, a preliminary analysis of the existing conditions of both bridges by Caltrans and BATA, using a global computing model, was completed, and seismic retrofit work on the Dumbarton and Antioch Bridges was determined to be necessary. In response to the Governor s Executive Order D-86-90 (June 2, 1990), a seismic advisory board was formed consisting of preeminent experts in seismology, geotechnical engineering, and structural engineering from the earthquake community and academia. Today the independent State Seismic Peer Review Board advises Caltrans on seismic safety policies, standards, and technical practices, meeting once a quarter, at a minimum.


Seismic Safety Peer Review Board
Joseph Nicoletti, Chair SSPRP, Member SEAOC, BCDC ECRB
Gerry Fox, Former Chief of Bridge Design at HNTB
Prof. and Dean Frieder Seible, Univ. of CA, San Diego
Prof. I. M. Idriss, Univ. of CA, Davis

The 1.6-mile, six-lane Dumbarton Bridge, carrying 78,000 vehicles per day, is one of the four bridges crossing the San Francisco Bay. The Governor's Board of Inquiry identified the bridge as an important Bay crossing following the Loma Prieta Earthquake due to the bridge's significant role in providing redundancy, flexibility and reliability to the

Antioch Bridge spans the San Joaquin River

transportation corridor across the Bay. The San Francisco Bay crossing forms a crucial part of the entire Bay Area transportation network. The bridge is located nine miles east of the San Andreas Fault and eight miles west of the Hayward Fault.

Dumbarton Bridge

The 1.8-mile, two-lane Antioch Bridge, as part of State Route 160, connects the cities of Antioch and Rio Vista and surrounding communities across Sherman Island and the Delta region. The bridge carries approximately 14,000 vehicles per day and is located in close proximity to the Mount Diablo Fault, Southern Midland Fault, and Montezumi Hills Fault Zone, as well as other faults.

This will be one of, if not the busiest year for construction. For 2008, the Toll Bridge Program anticipates many challenges to be addressed and milestones to be achieved. The TBPOC and Program Management Team continue to focus on completing the project on schedule. The major focus of the construction activities will be on the Bay Bridge East Span, especially the SAS span, and on Yerba Buena Island. The following section provides a snapshot of the anticipated milestones.

Short and tall piers of the Antioch Bridge have hollow columns

Yerba Buena Island and Bay Bridge East Span

2008 Look Ahead

1st Quarter	2nd Quarter	3rd Quarter	4th Quarter
- Skyway completed - SAS marine foundation system completed	- West Approach - Eastbound traffic switchover to a permanent structure	- YBI West Tie-In Phase II completed	- SAS - W2 cap beam completed

This will be one of, if not the busiest year for construction. For 2008, the Toll Bridge Program anticipates many challenges to be addressed and milestones to be achieved. The TBPOC and Program Management Team continue to focus on completing the project on schedule. The major focus of the construction activities will be on the Bay Bridge East Span, especially the SAS span, and on Yerba Buena Island. The following section provides a snapshot of the anticipated milestones.

San Francisco – Oakland Bay Bridge

A multitude of construction activities will continue for the Bay Bridge in 2008:

- **The Skyway** will reach completion in early 2008, marking the first mega project to reach completion of the new East Span.
- Construction activities and fabrication of the **SAS span** will be fully underway in 2008. As the SAS decks and tower are manufactured, they will be shipped to the Bay Bridge construction site over the next few years. The first construction activities for the SAS span will begin in the spring of 2008 with the building of SAS temporary towers. The temporary towers will extend between the Skyway and Yerba Buena Island and will hold the bridge roadway deck until the permanent SAS tower is erected.
- The **SAS marine foundations (Piers E2/T1)** and a cap beam for the land-based pier (W2) will be completed in early 2008 and late 2008, respectively. The cap beam supports the western end of the SAS span.
- The **West Tie-In (WTI) Phase II**, the second in a series of phases to build a 900-foot temporary detour structure and permanent transition roadways on the Yerba Buena Island, will be completed in the fall of 2008. The WTI Phase II will connect the temporary YBI Detour and the YBI Viaduct, which was replaced during the 2007 Labor Day weekend.

Bay Bridge West Approach nearing completion

- Contract documents for the **YBITS #1 Contract** will be completed and readied for bidding in 2008. The YBITS #1 Contract will construct the YBITS mainline structure, transitioning the side-by-side road decks of the SAS span to the upper and lower decks of the YBI. The YBITS will be constructed north of the existing bridge while traffic is rerouted onto a temporary detour on the south side of the bridge.
- The **West Approach** will achieve a major milestone in 2008 when traffic on eastbound I-80 will be switched over from a temporary structure to a permanent structure.

Benicia-Martinez Bridge

Over the next two years, the older 1962 bridge will be reconfigured to handle four lanes of southbound traffic along with shoulders on both sides and a bicycle/pedestrian path. The reconfiguration will increase traffic handling capacity of this bay crossing. The bicycle/pedestrian path will be part of the Bay Trail, which will eventually encircle the entire San Francisco Bay. The contract was awarded to American Civil Constructors and Top Grade Construction, a Joint Venture, in November 2007.

Dumbarton and Antioch Bridges

Working with the peer review board, Caltrans will identify alternative retrofit strategies and provide a cost estimate based on the testing and modeling results compiled to date. Legislative funding options will be explored so that these two bridges may be included in the Toll Bridge Program in the near future.

Small Business Program

Building on the momentum created in 2007, the Small Business Program will continue to focus on outreach, education, and construction coordination. Among the anticipated activities for 2008:

- Conduct small business outreach events for the Bay Bridge East Span contract, which will be advertised in 2008;
- Offer a series of professional development and technical assistance courses for small businesses through the Small Business Education and Training Program. Courses will be taught by industry experts; and
- Provide construction coordination with the Small Business Manager in order to ensure maximum utilization of small businesses.

In 2008, the Toll Bridge Program will issue its first report on small business and Disabled Veterans Business Enterprise utilization for contracts on the new Bay Bridge East Span.

Appendix A

Table 1: Toll Bridge Program Funding (as of December 31, 2007)

	Budgeted (In $ Millions)	Funding Available & Contributions (In $ Millions)
Toll Financing		
Seismic Surcharge Revenue AB 1171	$ 2,282.0	$ 2,282.0
Seismic Surcharge Revenue AB 144	$ 2,150.0	$ 2,150.0
BATA Consolidation	$ 820.0	$ 820.0
Subtotal - Financing	$ 5,252.0	$ 5,252.0
Direct Contribution		
Proposition 192	$ 790.0	$ 789.0
San Diego Coronado Toll Bridge Revenue Fund	$ 33.0	$ 33.0
Vincent Thomas Bridge	$ 15.0	$ 6.9
State Highway Account	$ 745.0	$ 745.0
Public Transportation Account	$ 130.0	$ 130.0
ITIP/SHOPP/Federal Contingency	$ 448.0	-
Federal Highway Bridge Replacement and Rehabilitation (HBI)	$ 642.0	$ 600.0
SHA – East Span Demolition	$ 300.0	-
SHA – "Efficiency Savings"	$ 130.0	$ 2.0
Redirect Spillover	$ 125.0	$ 125.0
Motor Vehicle Account	$ 75.0	$ 75.0
Subtotal - Contributions	$ 3,433.0	$ 2,505.9
Total Funding	$ 8,685.0	$ 7,757.9
Allocated to Date		$ 6,369.7
Remaining Unallocated		$ 1,388.2

Source: Toll Bridge Seismic Retrofit Program Fourth Quarter Report, as of December 31, 2007, Toll Bridge Program Oversight Committee.

Table 2: Toll Bridge Program Approved Budget (as of December 31, 2007)

Contracts	AB 144/SB 66 Budget (in $ Millions)	Current Approved Budget (in $ Millions)
Completed Projects		
Benicia-Martinez	$177.8	$177.8
Carquinez	$114.2	$114.2
San Mateo-Hayward	$163.5	$163.5
Vincent Thomas	$58.5	$58.5
San Diego-Coronado	$103.5	$103.5
Bay Bridge West Span	$307.9	$307.9
Richmond-San Rafael	$914.0	$825.0
Ongoing Projects		
Bay Bridge West Approach	$429.0	$429.0
Bay Bridge East Span	$5,486.6	$5,665.8
Miscellaneous Program Costs	$30.0	$30.0
Subtotal - Completed and Ongoing Projects	$7,785.0	$7,875.2
Program Contingency	$900.0	$809.8
Total Program	$8,685.0	$8,685.0

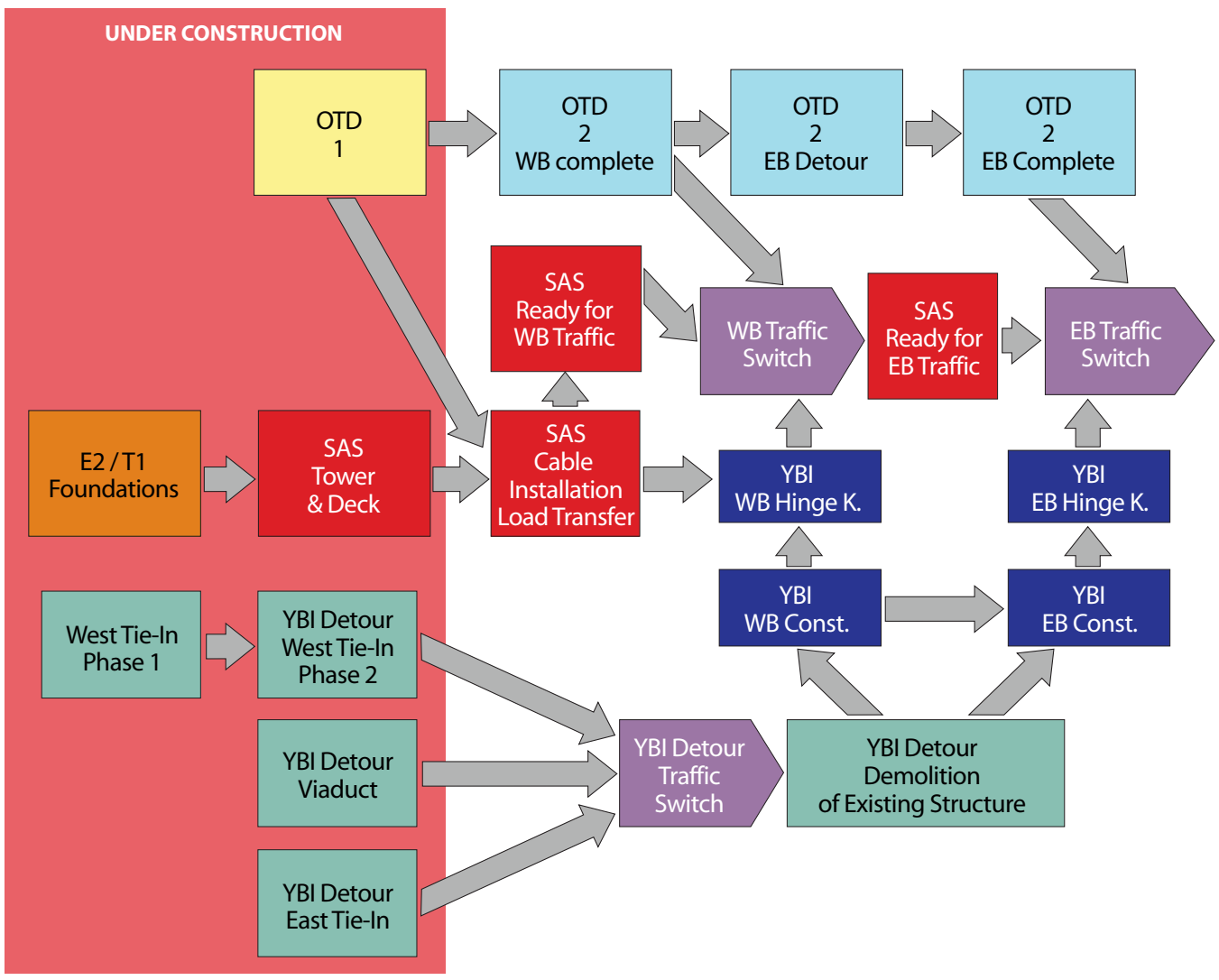
Source: Toll Bridge Seismic Retrofit Program Fourth Quarter Report, as of December 31, 2007, Toll Bridge Program Oversight Committee.

Appendix B: Bay Bridge New East Span Project Dependency

The new Bay Bridge East Span Project is composed of many separate and specific segments being constructed by different contractors. Each segment of the project must be constructed in a specific sequence in relation to the other segments due to design and logistical reasons. Additionally, in some instances a single contractor may be responsible for constructing sub-segments that will also need to be constructed in a specific sequence. Each contract specification includes information on work sequence limitations, timing of the work in relation to the other project contracts, and work area limitations.

To assist in managing these complex interfaces and timing of the segments the Corridor Schedule Team (CST) has created the Project Dependency chart included in Appendix B. This chart and other more detailed supporting documents allow the team to define the sequence of work and timing requirements for each contract while maintaining the program goal of completing the East Span as early as possible. The Dependency Chart facilitates evaluation of early completion or schedule delay, allowing the management team to adjust schedules to mitigate potential impacts and delays to the overall Corridor.

As the chart illustrates, currently seven projects are ongoing. Purple colored boxes indicate major traffic shifts, and other boxes indicate segments of the new East Span Project.



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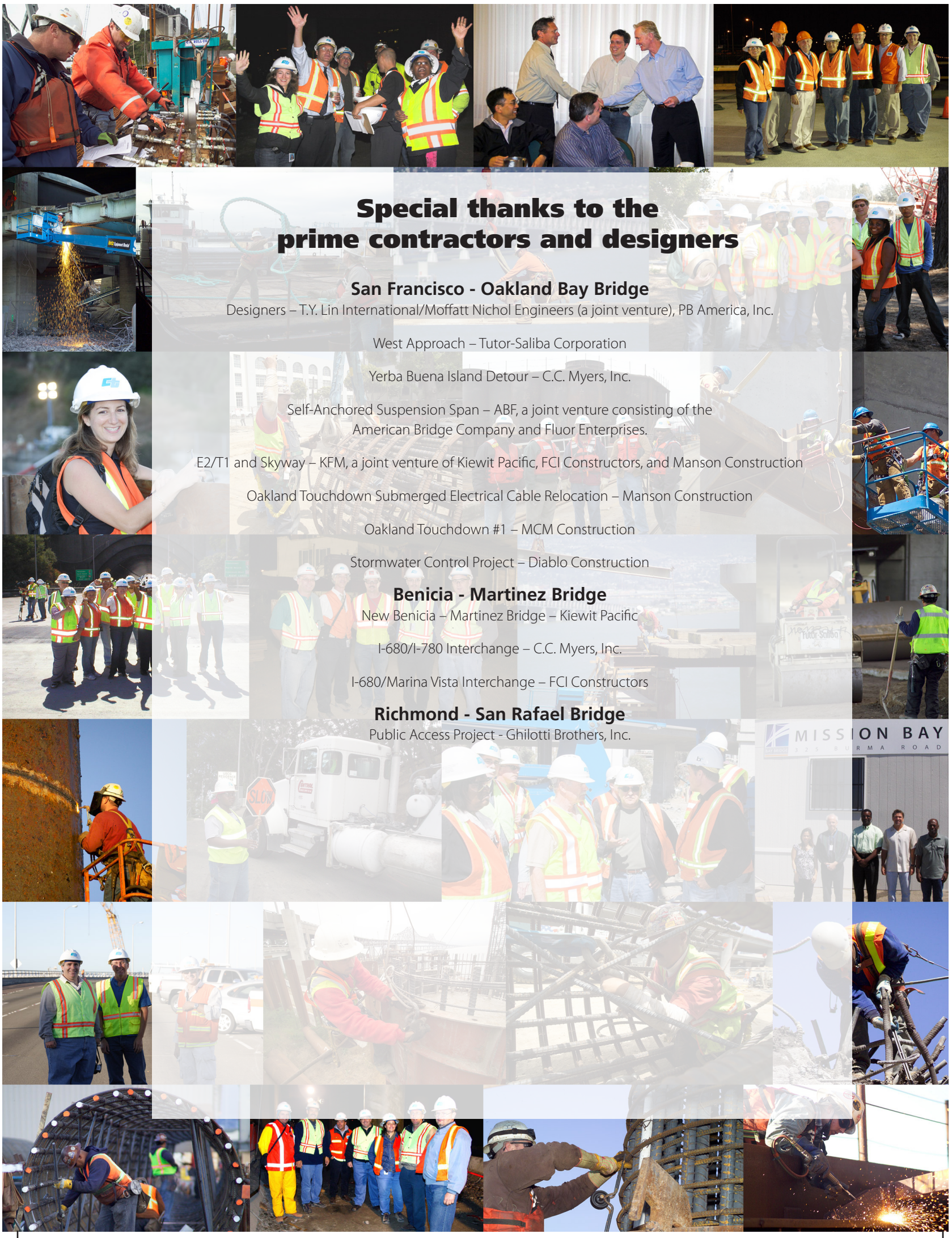
Production

Legislative Update produced by HNTB, in cooperation with CirclePoint.

Rebuilding the permanent I-80 eastbound structure near 4th Street in San Francisco



Special thanks to the prime contractors and designers

San Francisco - Oakland Bay Bridge

Designers – T.Y. Lin International/Moffatt Nichol Engineers (a joint venture), PB America, Inc.

West Approach – Tutor-Saliba Corporation

Yerba Buena Island Detour – C.C. Myers, Inc.

Self-Anchored Suspension Span – ABF, a joint venture consisting of the American Bridge Company and Fluor Enterprises.

E2/T1 and Skyway – KFM, a joint venture of Kiewit Pacific, FCI Constructors, and Manson Construction

Oakland Touchdown Submerged Electrical Cable Relocation – Manson Construction

Oakland Touchdown #1 – MCM Construction

Stormwater Control Project – Diablo Construction

Benicia - Martinez Bridge

New Benicia – Martinez Bridge – Kiewit Pacific

I-680/I-780 Interchange – C.C. Myers, Inc.

I-680/Marina Vista Interchange – FCI Constructors

Richmond - San Rafael Bridge

Public Access Project - Ghilotti Brothers, Inc.


SLOW
MISSION BAY
325 BURMA ROAD

ITEM 5: SAN FRANCISCO – OAKLAND BAY BRIDGE UPDATE

ITEM 5: SAN FRANCISCO – OAKLAND BAY BRIDGE UPDATE

a. Yerba Buena Island

ITEM 5: SAN FRANCISCO – OAKLAND BAY BRIDGE UPDATE

b. Jones Act

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** January 23, 2008

FR: Tony Anziano, Toll Bridge Program Manager, Caltrans

RE: Agenda No. - 5b

Item- Jones Act

Recommendation:
For Information Only

Discussion:
An update on the Jones Act will be provided at the meeting.

Attachment:
N/A

ITEM 6: OTHER BUSINESS

No Attachments